

CYCLE NEWS[®]

America's weekly motorcycle magazine

January 20, 1999: Number 2

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ANAHEIM SX OPENER

Lusk wins! Honda 1-2-3-4!

Plus:

TIME DATED WEEKLY NEWS

Mat Mladin Interview
Ft. Worth Arenacross
First Ride on Triumph's Sprint ST
& much more...

TIME DATED MATERIAL MAILED JANUARY 12, 1999

Jeff Willoh (Hon) won both 250cc main events and defending series champion **Buddy Antunez** (Suz) topped both 125cc classes during rounds 13 and 14 of the AMA/PJ1 National Arenacross Series in Uniondale, New York, January 8-9. Willoh won Friday's 250cc feature over **Cliff Palmer** (Kaw) and **Ty Wallace** (Yam), while Antunez topped Willoh and Palmer in the 125cc main. On Saturday night, Willoh topped Antunez and **Jeromy Buehl** (Hon) in the 250cc class, while Antunez came back and won the 125cc feature over Wallace and Buehl. After 14 rounds of the 34-round series, Palmer leads the series standings over Antunez, 431-406. Willoh is third with 399 points.

Brian McGavran (Yam) won both the 125 and 250cc Pro classes in the opening round of the GFI Winter Series, held at Glen Helen Raceway in San Bernardino, California, on January 10. McGavran beat **Rusty Holland** (Suz) and **Brett Racine** (Kaw) in the 125cc class before topping Holland and **Ty Kady** (Yam) in the 250cc class.

According to **Colin Edwards II**, a front-fork adjustment has made all the difference in the world to his factory. Castrol Honda RC45. Edwards tested at the Suzuka Circuit in Japan in December and lapped two seconds quicker than what he'd qualified with at the Suzuka 8 Hours in July. Edwards clocked a 2:08.9, with his teammate Aaron Slight logging a 2:09.6 at the recent test. "We found something in the front fork and it's money," Edwards said. "It's so good, it's unbelievable. It's so good now I can't wait to go racing. I'm going to win 10 races next year - I guarantee it."

Performance exhaust manufacturer SuperTrapp has signed on as series title sponsor of the new AMA SuperTracker dirt track series. The 1999 series is now officially titled the **AMA SuperTrapp SuperTracker Series**. "It's a natural fit, really," said Chris Berger, president of SuperTrapp Industries. "SuperTrapp exhaust systems have a longstanding presence in racing, and the new SuperTracker Series fits well with our corporate philosophy. We're always looking to the future, working with the latest technologies and focusing on development. That's what the AMA SuperTrapp SuperTracker Series is all about." SuperTrapp's support includes \$20,000 toward the 1999 series purse.

The new **Chaparral Suzuki** road race team of **Richard Alexander Jr.** and **Damon Buckmaster** had its first-ever test when the team visited Willow Springs Raceway in Rosamond, California, on Monday, January 4. "I hadn't ridden in a couple of months, so it was good to get out there," said Alexander, the defending AMA 750cc Supersport Champion said. "Kel (Carruthers, the team's crew chief and team manager) told us not to worry about lap times. It was just to get everybody comfortable. We have new people, a new team and new riders, and it was Damon's first time at Willow. Everybody seemed really happy. We had awesome weather, and I ended up about a second off pole from last year's 750cc race, so I was pretty happy with that." Alexander underwent shoulder surgery during the off-season and said that he's about 80 to 85 percent back up to full strength. "I had a lot of nerve problems in the shoulder last year," he said. "I couldn't train or anything. The shoulder didn't hamper me at all at Willow for the test."

Jason Pridmore's **STAR Motorcycle School** has just released its 1999 schedule, with 28 dates at race tracks all over the country. STAR is now offering several two-day schools in 1999 as well as early-sign-up discounts. For more information, call 805/658-6333 or see STAR's home page on the World Wide Web at www.starmotorcycle.com.

The West Virginia Supreme Court has upheld a trial court's award of nearly \$400,000 in attorney fees to **American Suzuki** and its parent company, Suzuki Motor Corporation of Japan, according to a release from Suzuki. The award was granted against a plaintiff for his fraudulent conduct in connection with a products-liability lawsuit filed against Suzuki. "This case illustrates the significance of sanctions, including awarding of attorney fees, when valuable court resources have clearly been wasted and litigants with valid claims have experienced delayed access to the judicial system based on a claim that is both fraudulently asserted and pursued," the Court stated. The case, Pritt vs. Suzuki Motor Corporation, involved a plaintiff's claim that he suffered permanent injuries in an accident that allegedly occurred while he was riding a Suzuki ATV. The plaintiff, Dr. Donald S. Pritt, filed a lawsuit against Suzuki, alleging that as a consequence of the accident he was permanently disabled and could walk only in a stooped-over manner and with the assistance of a cane. He further claimed that he was no longer able to work, and that his intelligence quotient had been reduced to about 60. During pretrial proceedings, however, Suzuki's counsel obtained several hours of videotape showing Dr. Pritt performing numerous tasks that were clearly inconsistent with his claimed injuries.

Although the all-new New Zealand **BSL 500 Grand Prix** team has announced its presence in the 1999 500cc World Championship, the International Road Racing Teams' Association (IRTA) has yet to accept its entry, according to *Cycle News* contributor Darryl Flack. Though IRTA recently released its provisional 500cc GP entry list without the BSL 500 or its rider **Mark Willis**, IRTA will be closely monitoring the BSL and Willis in the open IRTA test at Phillip Island in Australia, January 26-29, to assess the team's eligibility. "IRTA has made its position clear, so we must start to prove ourselves at Phillip Island," said BSL team coordinator Dave Stewart. "Although I wouldn't call it a formality, I'm very confident that the BSL and Mark will be able to satisfy IRTA that the bike will be competitive, which will obviously improve with more testing."

Gas Gas North America, located in Cleveland, Mississippi, recently announced its new off-road racing and motocross teams. Frank Ramey, Nolan Knight, Clay Boering and Nathan Night will campaign the AMA National Enduro Series; Ray Mitchell will represent Gas Gas in the National MX Series; and Jay Hall, George Waller, Craig Hayes and Jeff Park will compete in regional events.

Television coverage of the 1998-1999 **AMA/PJ1 National Arenacross Series** returns to **Speedvision** on February 9, with regularly scheduled coverage set for Tuesday nights at 8 p.m. (Eastern).

Max Biaggi's Ferrari aspirations seem to be more than just daydreams, as the

Italian road racer has a full-bore test of the Formula One car scheduled for January 18 at the factory's own Fiorano test circuit. Biaggi is hoping for a full day to try to get the measure of the awesomely powerful Ferrari, as driven by Michael Schumacher. "I am serious about this," Biaggi said. "It's not just a fun day for me." Earlier, he'd told how John Surtees, the only man to win World titles on two and four wheels, had encouraged him, but warned him not to leave it too late. Meanwhile, although Biaggi's name appears alongside that of Carlos Checa in the provisional GP entry list (released in the first week of January) riding for Yamaha Racing Team, there has still been no official confirmation that he has signed, either from the Yamaha factory or expected sponsors Marlboro.

Ricardo Tormo, luckless one-time 50cc Grand Prix road racer, has died at the age of 46 of leukemia. The Spanish rider, who won 21 GPs in the 50cc class as well as the championship in 1978 and 1981, riding a Bultaco, ended his career prematurely at the start of 1984. Testing a new Derbi in the factory grounds, he collided with a car and suffered catastrophic leg injuries.

Aprilia will return to the 500cc Grand Prix class for 1999, with thwarted near-'98 250cc World Champion **Tetsuya Harada** at the controls of a completely revised and updated version of the super-250, which came close to success before being withdrawn in 1998. The news broke with the release of the provisional entry lists early in January. Harada had earlier expressed doubts, but successful tests on the revised bike, combined with factory pressure to clear the way for Valentino Rossi as their only 250cc rider, evidently won him over. The race department has not been idle during the V-twin's year out of racing, and a full program of evolutionary changes has considerably improved the all-around performance of the lightweight bike, last raced by Dorian Romboni to a best of third in the Dutch Grand Prix. So said Aprilia development engineer Jan Witteveen, in an exclusive telephone interview with *Cycle News* GP correspondent Michael Scott in which he said the two-cylinder machine was likely to get priority over the troublesome V-four project for 1999. "I still have complete faith in the concept," he said. "The factory priorities are firstly to maintain our competitive level in the 125 and 250 classes; secondly, to develop the new Superbike (Australian veteran Peter Goddard has signed to race-develop the Ducati-like V-twin); and thirdly, to re-enter the 500 class. We will continue with the V-four project, and we are building our second prototype. But in the short term, we are more likely to race the V-twin."

John Kocinski is now almost certain to come back with an Erv Kanemoto Honda next season, after testing the ex-Biaggi bike after the end of last season, with backing expected from Shell Advance, Australia-sourced funding which last year ran a pair of V-twin 500 Hondas. The second rider would then be Garry McCoy, who made an impressive class debut on one of the Shell bikes last season until injury at Brno in the Czech Republic cut his season short. With the deal still in the planning stages, it is not yet known whether McCoy would race a V-twin or a V-four, but Kocinski would be certain to get a factory V-four, fulfilling his own pledge to Kanemoto, who was left high-and dry

by Biaggi's departure to Yamaha. Kanemoto has two entries on the provisional list, both with riders "to be announced."

Modenas has entered **Jean-Michel Bayle** after a last-minute threat that he may be taken by Erv Kanemoto - and the Frenchman will be joined by another rider, also "to be announced." The favored candidate is Texan **Mike Hale**, whose once-promising career has nose-dived after unsuccessful seasons of World Superbike racing with Ducati and Suzuki, followed by his disastrous AMA season with Fast By Ferracci Ducati.

Top British 250cc GP rider **Jeremy McWilliams** is still awaiting confirmation that his QUB Team Optimum outfit will get a factory Aprilia for next season. Passed over once again for a works Honda even after his sterling efforts on a private 250cc last season, McWilliams was determined that he would only come back on a machine with race-winning potential - and the name remains blank on the provisional IRTA entry list. There is confirmation that Japanese superstar Shinya Nakano will join Olivier Jacque in the revived Yamaha factory effort, riding the new factory bike. Honda's numbers are strengthened by the confirmation of champion Loris Capirossi's switch to Honda with Team Gresini. One new recruit is likely to enliven the class: last year's near-125cc World Champion Tomomi Manako, riding a Yamaha for Team Kurz.

Japan's **Kazuto Sakata** is to switch from Aprilia to Honda for the first time, for his defense of his 125cc World Championship. It now seems likely that he will join Team Pileri, after rejecting Aprilia offers from both his 1998 UGT team and from DocShop. The reverse switch sees strong Italian 125cc riders Mirko Giansanti, Roberto Locatelli and Gianluigi Scalvini as well as promising Frenchman Arnaud Vincent with works-backed Aprilias. Yamaha has disappeared from the 125cc class, but Derbi is back in, with their new Harald Bartol-designed machines ridden by ex-Yamaha ace Youichi Ui and newcomer Pablo Nieto.

Three of 13-time World Champion Angel Nieto's sons are now in GP racing - but it remains to be seen which will be the fast one. **Angel Nieto Jr.** is an unlikely candidate, entering his third full season with no fireworks so far. **Pablo Nieto** will join him in the 125cc class, with **Alfonso Nieto** coming in as a Yamaha-mounted 250cc rookie.

The 1999 **World Superbike Championship** will visit Germany twice, according to the latest schedule issued by the FIM. The original June 13 round scheduled for the Nurburgring remains on the schedule, with Hockenheim taking an open date on September 12. Misano in Italy has also been confirmed as the site of the San Marino round of the series, scheduled for June 27. The 1999 calendar is as follows: March 27 - Kyalami, South Africa; April 18 - Phillip Island, Australia; May 2 - Donington Park, England; May 16 - Albacete, Spain; May 30 - Monza, Italy; June 13 - Nurburgring, Germany; June 27 - Misano, Italy; July 11 - Laguna Seca, California; August 1 - Brands Hatch, England; August 29 - A-1 Ring, Austria; September 5 - Assen, Holland; September 12 - Hockenheim, Germany; October 10 - Sugo, Japan.

It now appears as though the **Sidcar World Cup** will run in conjunction with the World Superbike Series in 1999. SBK International, the promoters of the World Superbike Series, has inked a deal with the International Sidcars Race Association (ISRA) and will host the World Cup in all of its rounds with the exception of the Japanese round on October 10 in Sugo. The sidcar series will also begin using four-stroke 750cc-based engines, beginning in 2000.

The **Midwest Ice Racing Championship** is scheduled for February 6-7 at Lambs Farm in Libertyville, Kentucky, and will feature 1/3 mile and TT classes on both days. The AMA-sanctioned event will host classes from 50cc to Open Pro, with free admission to all spectators. All proceeds from the race will go to Lambs Farm, a home for mentally handicapped adults. For more information, call George Mack at 630/773-2499.

The FIM has released the **1999 World Endurance Series** calendar. The series will consist of six rounds, beginning with the 24 Hours of Le Mans in France, April 10-11. The rest of the series is as follows: May 3 - Donington Park 8 Hour, England; July 10-11 - 24 Hours of Spa, Belgium; July 25 - Suzuka 8 Hours, Japan; August 14-15 - Oschersleben 24 Hour, Germany; September 11-12 - Bol d'Or, France.

In addition to racing a Barney's-backed Yamaha YZ400 in the East Coast Four-Stroke Series as well as selected AMA Supercross and outdoor Nationals, **Vince DeVane** will be conducting schools throughout the state of Florida. For more information, call Vince DeVane's Speed Consulting at 727/548-9724.

According to a press release issued by Honda, the Honda Riders Club of America's sixth annual **Honda Hoot Rally**, scheduled for June 22-26 in Asheville, North Carolina, will feature demo rides on new models from BMW, Buell, Honda, Kawasaki, Suzuki, Victory and Yamaha.

AMA/Prostar has released its 1999 schedule, with eight events scheduled for the National Series. The series schedule is as follows: February 26-28 - Gainesville, Florida; March 27-28 - Commerce, Georgia; April 24-25 - Columbus, Ohio; June 5-6 - Rockingham, North Carolina; July 9-11 - Chicago, Illinois; August 13-15 - Indianapolis, Indiana; September 10-12 - Atco, New Jersey; November 12-14 - Gainesville, Florida.

So Cal is currently accepting rider resumes for the 1999 motocross racing season for its line of race gear. Resumes can be sent to So Cal, P.O. Box 471, Sycamore, IL 60178.

White Brothers is currently accepting resumes for the 1999 AMA Grand National Dirt Track season. Resumes can be sent to White Brothers, 24845 Corbit Place, Yorba Linda, CA 92887, attn: E-Series Dirt Track Program.

The 1999 **Southern California AMA Championship Motocross Series** is slated to kick off at Glen Helen Raceway in San Bernardino, California, May 7-8. The new series will consist of 10 rounds, culminating with a round at the Max Track in Piru, California, on September 5. Scoring for year-end points will be

based on the best nine of 10 events and riders will earn an AMA series number for the 2000 series.

The **Southwest Vintage Racing Group** (SVRG) will host the AHRMA banquet for the 1998 Southwest Regional MX Series on January 23 from 1 to 4 p.m. at the Speedway International Racing Bistro & Bar in Newport Beach, California. For more information, call 909/783-3760.

The six-round **1999 Toyota Canada Superbike Championship** will feature a return to Atlantic Motorsport Park in Shubenacadie, Nova Scotia, on August 6 after a one-year hiatus from the facility near Halifax. The series schedule is as follows: June 11-13 - Race City Speedway, Calgary, Alberta; July 9-11 - Autodrome St. Eustache - St. Eustache, Quebec; July 23-25 - Mosport International Raceway, Mosport, Ontario; August 6-9 - Atlantic Motorsport Park, Shubenacadie, Nova Scotia; August 13-15 - Circuit St. Felicien, St. Felicien, Quebec; September 3-5 - Shannonville Motorsport Park, Shannonville, Ontario.

TravelCraft has announced a trip to Europe that will feature a chance to ride at the Kenny Roberts Training Ranch in Spain and back-to-back Grands Prix in Barcelona, Spain and Assen, Holland. There is also an optional three-day alpine motorcycle ride scheduled for the middle of the trip. For more information, call 800/241-1223.

Bub Jones, 84, the founder of Bub's Cycle and Ski near Beckley, West Virginia, was killed in an automobile accident on December 16. Jones started the business nearly 50 years ago with the Indian brand and was an avid racer and hillclimber.

The **MCD FreeRide Moto X Championship** will air on espn2 on February 10 at 8:30 p.m. (Eastern). The 30-minute show will feature coverage of the event that was held on October 24 in Costa Mesa, California, which was won by Mike Jones.

In an effort to educate beginning riders about the sport of enduro racing, the **Timekeepers Motorcycle Club** is offering a free entry to any District 36 or District 37 enduro A rider who rides as a "tutor" (one per minute) for participants of this year's Family Enduro on March 13 at the Clear Creek Management Area near Coalinga, California. The volunteer A rider will also be automatically entered free in the Poker Run portion of the Wild Boar Enduro on March 14 at Clear Creek. For more information, see the Timekeepers site on the World Wide Web at www.timekeepersmc.com.

Effective Tuesday, January 19, **ZLT Racing** will officially take over **Perris Raceway** in Perris, California, when they host their first practice day. Practice days will be held every Tuesday and Wednesday, with gates opening at 9:30 a.m. For more information, call 909/657-7441.

The final round of the **Lodi Motorcycle Club Marathon Series** will be held on January 24 at the Lodi Cycle Bowl in Lodi, California, and will feature the likes of **Matt Wait** and his brother Nate, as well as **Gary Rogers** and **Shawn Russell**.

AMA District 34's **Metropolitan Sports Committee** will hold its annual awards

banquet on January 30 at the Holiday Inn in Fishkill, New York. For more information, call 518/828-6149.

The ski resort of Park City, Utah, will host four days of AHRMA competition and other motorcycling activities, September 16-19, in the inaugural **Park City Motorcycle Week**. The event organizer, the Park City Motorcycle Club, has now received all the necessary government approvals, including permission for road racing on a 1.7-mile public-roads circuit. Park City will replace the annual Steamboat Springs, Colorado, event on the AHRMA calendar. For more information, call 435/649-9525.

It's official: With the exception of the Laguna Seca and Sugo, Japan, rounds of the World Superbike Championship, the **Sidcar World Cup** rounds will run in conjunction with the World Superbike Series, according to a press release issued by the AMA.

Fieldsheer Leathers is now accepting resumes from road racers based in the United States for the 1999 racing season. Interested riders can contact Alan Veraca at 888/829-4328.

The owners of the **Jawbone Canyon Store**, which burned to the ground last month in Cantil, California, are hoping to raise money to rebuild the store, which is often visited by off-roaders riding in the Jawbone Canyon riding area. If you would like to make a donation, contact Alice Randall at 760/373-2119.

Starwest MX Park in Moreno Valley, California, reopened for open riding/practice on Tuesday, January 12, with its regular practice schedule. In addition, Starwest will run practice days on Sundays from January 17 through March 21, from 9 a.m. to 2 p.m. For more information, call Starwest at 909/657-8845.

GFI Racing has announced that Yamaha, Kawasaki and Suzuki will be paying contingencies in the second round of the GFI Winter Series South at Barona Oaks in Ramona, California, on January 17, and at the GFI North round at Carnegie. For more information, call 909/653-4042.

OPENED: [smxfchallenge.com](http://www.smxfchallenge.com)'s home page on the World Wide Web. The site can be found at the following address: <http://www.smxfchallenge.com>.

HIRED: Mike Hodges, by Toyota Racing Development. Hodges recently worked for FMF and was at one time a tuner for the late Danny Hamel. "Tell everyone I'll miss seeing them at the races every week and hopefully I'll make a few just to say hello," Hodges said. "This is a career move and one I just can't pass up."

OPENED: Sprocket Specialists' home page on the World Wide Web. The site can be found at the following address: <http://www.motorcyclesprockets.com>.

EXTENDED: The contract between the FIM and Action Group International Ltd. regarding the television, promotion and marketing rights for the 250cc World Motocross Championship and the Motocross des Nations, until December 31, 2006.

CORRECTION: The Team Obsolete press release from "In the Wind" in Issue #1 featured an error. "We mistakenly quoted the court as having stated that 'Team Obsolete may have acted in good faith,'" Rob Iannucci said in his latest release. "This was incorrect. The court actually stated that 'Team Obsolete may have believed that the BEARS title may have been in the public domain.'"

HIRED: Tommy Watts as general manager of Podium One, an off-road parts and accessory business based in Louisville, Kentucky, effective immediately. For more information, call 800/283-2315, ext. 540.

SIGNED: An agreement between WERA Motorcycle Roadracing and Motorcycle Performance, making Motorcycle Performance the official publication of WERA, effective immediately. For more information, call 770/924-8404 or 205/841-4839.

NAMED: Kenny Kane, as director of publicity at Phoenix International Raceway in Phoenix, Arizona. Kane recently served as public-relations representative for Budweiser's NASCAR Winston Cup team. Scott Simpson, the track's director of public relations, has been named director of advertising and promotions.

HIRED: Dan Salomone as sales manager of Cycle Suspension. For more information, call 800/867-6721.

OPENED: MotoSport Training's home page on the World Wide Web. The site can be found at the following address: <http://www.mosquitonet.com/~motosport/index.htm>.

MOVED: T.A.W. Vehicle Concepts, a distributor of Brembo, TechnoMagnesio and Marchesini products, to 12860 W. Cedar Drive #200A, Lakewood, CO, 80228, 303/984-9999 (phone), 303/969-0276 (fax).

OPENED: Jon Saltzman Adventures' home page on the World Wide Web. The site can be found at the following address: <http://www.jonsaltzman.com>.

OPENED: Pacific Motorsports' home page on the World Wide Web. The site can be found at the following address: <http://www.pacificms.com>.

OPENED: Grand National Dirt Track racer Al Eadie's home page on the World Wide Web. The site can be found at the following address: <http://www.dhc.net/~ajeadie>.

HIRED: Josh Smith, as an advertising salesman for Hot Rod Bikes magazine, effective immediately.

AUTOGRAPH SIGNING: At North County Yamaha in Escondido, California, on January 15 from 7 to 8 p.m. Team Yamaha's John Dowd and Jimmy Button, Chaparral Racing and Yamaha of Troy are scheduled to appear. For more information, call 760/432-9501.

AUTOGRAPH SIGNING: At Yamaha of Arizona in Phoenix, Arizona, on January 22 from 7 to 8 p.m. Team Yamaha's John Dowd and Jimmy Button, Chaparral Racing and Yamaha of Troy are scheduled to appear. For more information, call 602/992-8620.

CHANGED: Round four of the GFI Winter Series, originally scheduled for Perris Raceway in February 7, to Competition Park in San Jacinto, California, on February 21, and the GFI Winter Series North-South Showdown to March 21 at Glen Helen Raceway in San Bernardino, California.

OPENED: The Park City Motorcycle Week home page on the World Wide Web. The site can be found at the following address: <http://www.parkcity-motorcycle.org>.

AUTOGRAPH SIGNING: At Metro Motorsports in Glendale, Arizona, on January 22 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ricky Carmichael and Damon Huffman and Team SplitFire's Billy Payne, Nathan Ramsey and Scott Sheak are scheduled to appear. For more information, call 602/843-5000.

CORRECTION: Our coverage of the Florida Mini Olympics misattributed a quote to Bill West; it should have been attributed to his brother Jerry. Jerry West promoted the race, not Bill West. The quote was as follows: "These two young men selfishly stopped during their race and helped pull a bike off a stricken rider."

AUTOGRAPH SIGNING: At Town & Country Motorsports in Chandler, Arizona, on January 22 from 6 to 7 p.m. Team Suzuki's Greg Albertyn, Robbie Reynard, Michael Brandes, David Pingree and Larry Ward are scheduled to appear. For more information, call 602/503-3333.

AUTOGRAPH SIGNING: At Escondido Cycle Center in Escondido, California, on January 15 from 6 to 8 p.m. Team Honda's Ezra Lusk, Kevin Windham and Sebastian Tortelli; Team FMF's Tallon Vohland, Danny Smith, Chris Gossilaar and Brock Sellards; Team Factory Connection's Mike LaRocco; and special guests Ryan Hughes and Ricky Johnson are scheduled to appear. For more information, call 760/745-1615.

SIGNED: A two-year contract between Smith Sport Optics and Suzuki's Greg Albertyn that will see the former three-time World Champion wearing Smith goggles and sunglasses.

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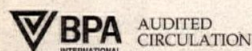
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LETTERS TO THE EDITOR

Why no SX?

I think it is crazy that PACE won't let Cycle News cover the Supercross events on its Virtual Grandstand. The race isn't on TV (usually for weeks) after the event, so I don't see how it could affect them. We, as fans, live to read the results as they come in. In fact, last year, I had no less than eight people at my house every Saturday night to read the results.

This is 1999, and we were really looking forward to merely "reading" results instead of watching it live. I think with the limited coverage you provide on-line (which is very appreciated), no one (PACE) should give a second thought to it - they are only hurting fans and causing hard feelings towards that organization.

Just like most other sports, when big money gets involved, the sport is forgotten. I do not, however, begrudge the riders, who deserve big \$\$ for what they do.

As a final note, how can they stop someone from posting things as they happen via a cell phone calling into someone at a computer?

Ernie Wall
erniewall@aol.com

Cycle News wasn't told that we couldn't cover the supercross events live on-line - we simply couldn't come to terms with PACE on an agreement that would allow us to do so. PACE is doing its own version of race coverage via a live audio feed on its web site, located at www.pacesupercross.com. Covering the event via a cell phone simply isn't a viable option. As always, we will still have the most complete coverage of the series on a weekly basis in Cycle News... Editor

Why no SX? II

No Virtual Grandstand. Is there any way it will return this season? If PACE is behind this, they are pissing off a lot of fans. What a brilliant idea - try to promote supercross but make it less accessible to the fans. Maybe they think if fans can get the Grandstand, they won't go to the race. Whatever the reason, this does not help bring more fans to our sport. I know a lot of people who are going to be turned off by this. This really sucks and it's counterproductive. Can this be resolved?

David Lehner
Dlehner@michianatoday.com

Why no SX? III

Someone please get me an e-mail address for PACE. I'm so frustrated. For the past two years, my Saturday late-night routine was to get comfortable in front of the computer and keep up with the supercross coverage on Virtual Grandstand.

Imagine my dismay when I see this BS going on and that there would be no Virtual Grandstand coverage tonight. Then it all starts to fit together when I see the PACE web site and their "live coverage." Total tripe.

I'm totally bummed. Here it is, late at night, and I have no idea how the races went. The "live" coverage broadcast didn't work on my computer and I want PACE to know about it (and I'm computer literate, so they can't say that I don't know what I'm doing).

I'm totally peeved. I see that Yamaha is a sponsor of their site. I own three Yamahas and I'm not happy with this situation. Either PACE or Cycle News is getting greedy over all of this, and my first guess is that it's not Cycle News. I mean, how much can a reporter hurt their pocketbook by reporting the race in print over the Internet?

I could not find an e-mail address for PACE, so if you know of one, let me know. This reeks.

D. Taylor
Nashville, TN

Why no SX? IV

Please tell me what other action to take to get supercross on Virtual Grandstand. I rarely follow the race in real time, but I always read it the following morning to find out exactly what happened. The press release that PACE puts on their site falls short of providing any detail and obviously isn't directed at enthusiasts.

PACE is doing a great job promoting our sport and they deserve a lot of credit. I just hope they don't get too stuck up and forget about the hard-core fans who were around when supercross was nothing more than a novelty race at the L.A. Coliseum and Cycle News was the primary means of information - at 50 cents an issue!

Fred Hensley
Coremax@mindspring.com

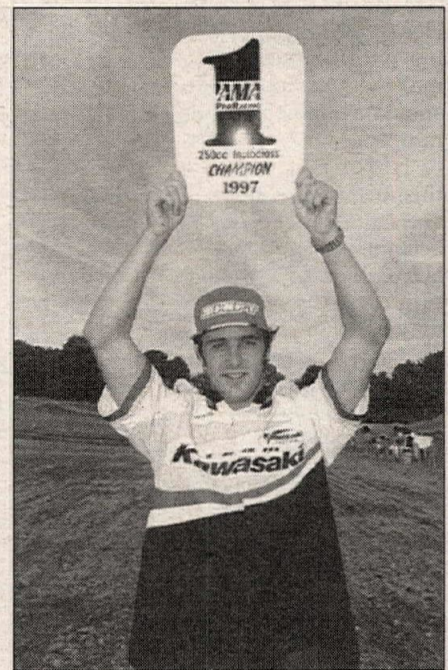
It came as somewhat of a surprise to us just how popular Virtual Grandstand had become with our readership. Since announcing that we weren't going to be able to cover the supercross events live on-line, we've

been inundated with e-mail and phone calls regarding our coverage - or non-coverage - of the series on Cycle News Online. Unfortunately, for the reasons mentioned above, we won't be featuring the series on Virtual Grandstand in 1999. The e-mail address listed on the PACE site regarding comments about their coverage is racereport@pace-supercross.com...Editor

The horror

I just read with horror a press report in Cycle News (Issue #1, January 13) that Roger Edmondson has gotten a jury verdict against the AMA that might total \$3.5 million. If ultimately upheld, this would amount to annual dues of over 120,000 AMA members being paid to Mr. Edmondson - before taking into account the attorney fees and interest on that vast judgement that accrues between now and the time the final appeal is decided. This is not why I pay AMA dues. If the jury has decided that the AMA has engaged in conduct that supports such a verdict, I deplore the AMA for its recklessness. Who will be held accountable for this travesty? I urge the AMA to provide its members with a full explanation.

Jeff Tour
jtour@thf.com



Kansas City Chief

Last month, the Missouri Motocross Championship Series had its annual banquet with great success. One of the major reasons for its sellout crowd was

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ON THE FRONT COVER

Ezra Lusk led a Honda 1-2-3-4 sweep at the Toyota Trucks/Thor/Parts Unlimited AMA U.S. Supercross Series opener at Edison International Field in Anaheim, California. See page 8. Photo by Kinney Jones.



the fact that none other than Kansas City's own Jeff Emig was our guest speaker. I want to take the time to thank him for coming home to his most loyal fans and for never forgetting where he came from. Class acts like the Emigs are what motocross is all about.

Jimmy Rippy
c.rippy@earthnet.att.net.

Tears of Doug

I just finished reading your article on Doug Henry (Issue #50, January 6). I must say it brought a tear to my eye more than once. He is such an inspiration. I have been injured often myself, and although I'm not a rider of Doug's caliber, I can relate to the same feelings. His is a model of what racing is supposed to be about: determination, discipline, effort and, of course, a lot of luck.

I believe if more "stars" would act like him, it would give the sport more truly deserved respect. Anyway, I thought the article was excellent - keep up the good work.

Scott Sheard
Denver, CO

Doug Henry: Rider of the Year

Great article by Eric Johnson on Doug Henry. Being from Connecticut, and living within a moto or two from Doug, makes what he has accomplished very special. Now the world knows about him.

Hopefully, young riders will read this and other articles about Doug and see that it takes more than glitz to become a champion of this sport. Doug is truly a fine example for all to follow - in motocross or any other dream one may have.

Dan Mootz
Newtown, CT

Great Scott... Mark

Great article on Mark Brelsford (Issue #50, January 6). There was nothing greater than watching Mark and Kenny Roberts backing it in at San Jose. I remember at a San Jose half mile, Mark was on a warmup lap, riding a wheelie all the way down the back stretch - it was great.

I can also remember Scott Brelsford coming down the front straight at a San Jose mile on Erv Kanemoto's mad bumblebee Kawasaki triple, feathering the clutch and pulling it up on the rear wheel at 120 mph plus. Those were the

best days of flat-track racing. Please do more "Time Remembered" stories on retired Class-C riders.

Greg Howell
spdway206@aol.com

Two vs. four

Desperate for another opinion on the YZ400-in-the-250cc-class debate? Here you go: Based on my limited understanding of engines, I believe that the reverse pulsing of the exhaust charge in a two-cycle motor packs extra intake gases back from the exhaust pipe into the cylinder, creating a sort of natural supercharging. This allows a 250cc two-stroke, by my rough calculations, to contain about 360cc of fuel/air mixture before combustion.

A four-cycle enjoys no such effect and in fact is unable, at speed, to even completely fill its combustion chamber before the beginning of the compression stroke. I figure the practical capacity of a 400cc four-cycle motor to be about 352cc of fuel/air mixture. It therefore seems that when we compare apples and apples, or in this case the amount of combustible mixture available to produce power, the bikes are fairly equal. Combine this with the fact that a four-cycle motor only gets the chance to burn this mixture every other revolution, and it seems that any superiority the YZ400 has comes from exceptional design and execution - not an unfair advantage.

Mark Makuch
Stafford Springs, CT

Tecate or bust

What kind of event draws Ty Davis, Steve Hatch, Destry Abbott, Fred Andrews, Nick and Russ Pearson, Mike Lafferty, Larry Roeseler, Dave Ondas and Jimmy Lewis, yet pays no points in any series? The Los Ancianos Tecate Hare Scrambles.

All of these top riders, the press and a pack of other fun-seekers showed up on Saturday, December 12, for a great race. Held on a private ranch just an hour from the U.S. border, the three-hour Tecate Hare Scrambles was the replacement for the Tecate Enduro this year - a great course consisting of fresh-cut trails, tight trees, sand washes and high-speed dirt roads that had never been raced on before that day.

Running a format similar to a GNCC event made this race familiar to the guys from the east, and the manzanita and fire-road section made it familiar to the



guys from the west. No whooped-out trails, no rock-strewn washes, no worn-out old trails. (D-37 riders - are you listening?) It was just 15-mile laps of challenging, well-marked, fun trails. Everyone from the guys in the top five to the last finisher of the C class had big smiles on their tired faces as they crossed the finish line. In other words, if you weren't there, you really missed out.

Hats off to the Los Ancianos MC for working with the local ranchers to put on one of the best, most fun races of the year. If they do it again next year, do whatever it takes to be there. I know I will.

Robert Gladden
San Diego, CA

Wanting tips

I've been a subscriber for just under a year now (the best subscription I've ever had, by the way). I recently let my other subscriptions lapse because there is really nothing they offer that I can't get from you - with one exception: Some of the magazines offer riding tips. I learn a lot about improving my riding by reading these. I go faster, safer. I believe that you could do a much more interesting job on riders' tips because you cover all styles of riding and, of course, any true enthusiast is interested in all styles.

If it sounds like I'm kissing up, it's probably because I am. Really, you could save us a lot of money by giving us a tips section. The magazines are old news and usually a waste of money otherwise.

Tylor D. Carlson
pandaroo@email.msn.com

The riding tips section is on the way... Editor

Crusty dorks?

I just finished watching the Fox Files (January 7, 1999) show about the Neanderthal idiots responsible for these crusty-dorks-of-dirt-type videos that are the fad right now. It left me embarrassed to be associated with what used to be a sport and not

some sort of freak sideshow. As Mr. McGrath put it on the nationally televised show, it's all about image.

Unfortunately, that image happens to be that of a grunge-rocking, hair-dying, earring-wearing, body-piercing, trashy, greedy airhead. Call me sentimental, but I liked it better when it was about the racing and not the money and sluts. I preferred the image of a polite, clean-cut, respectable, finely tuned athlete - not a spoiled idiot.

This is a sorry period in the history of motocross, and these morons aren't heroes to be looked up to - they're just idiots.

L. Greer
Springdale, AK

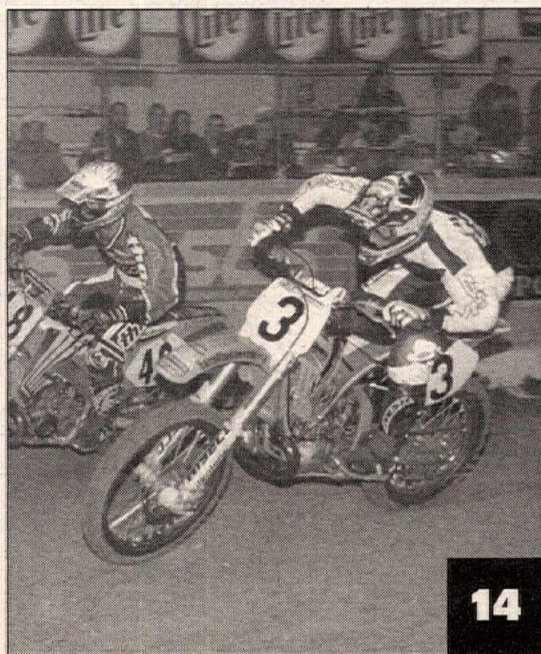
Not a drag

After reading Jay Ingersol's opinion on drag racers ("Voices," Issue #1, January 13), I was compelled to respond. I have never ridden and will never ride a drag bike because it's not my cup of tea. One of the reasons it's not is the speed at which these bikes run and the short time it takes for them to attain such speeds. I am certain that those things are a handful and take much more than good timing to race them at their full potential. As far as a monkey being able to "hang on to the thing" - please! Anyone who has ever ridden a 500cc motocrosser or any bike with a good amount of power knows that they don't accelerate in a straight line. What makes Jay think that a mega-horsepower drag bike would be any different?

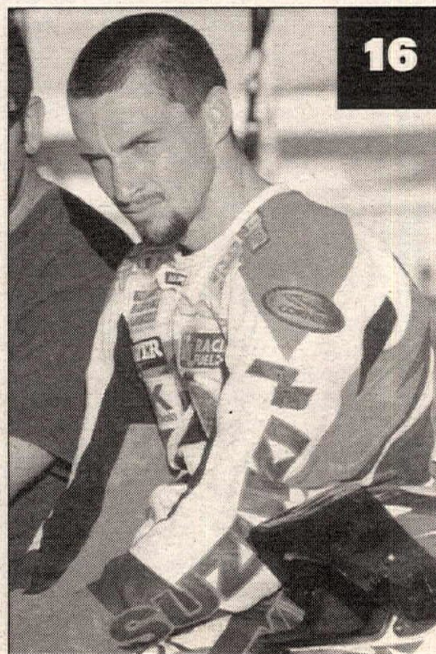
If just anyone could ride those monsters, there would be many more winners than there are in drag-bike racing, or drag racing period. Tell John Force that a monkey could handle his funny car once the tree had gone green. I have an immense amount of respect for the winners and champions, regardless of my affinity of their type of racing. I think we all should.

Mark McGowan
Bakersfield, CA

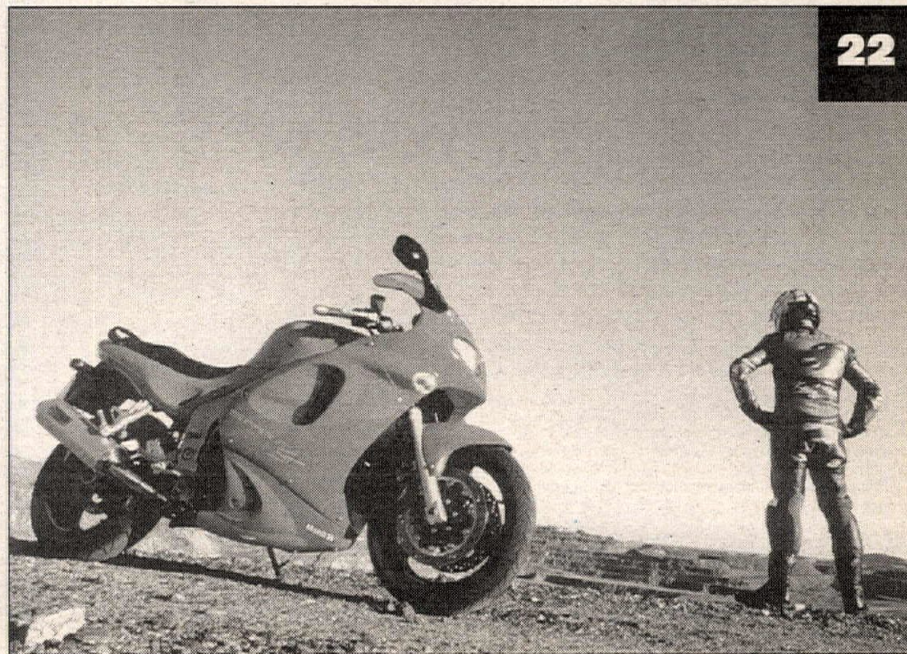
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Aprilia and Renault still talking?

Informed rumors continue to link Aprilia with the French car giant Renault, whose rival Peugeot is France's largest scooter manufacturer and which, aside from dominating the home market, is currently breaking sales records in many countries on the back of the European scooter boom; the 125 Peugeot Speedfight is Britain's best-selling powered two-wheeler under 500cc, for example.

Renault is understood to see a link with Aprilia as a means of countering that dominance, by offering the Italian scooters shared showroom floor space alongside their cars. But, as reported in this column six months ago, there are strong indications that the joint venture extends to the design of a range of 600cc-to-1000cc V-four engines bearing the Aprilia name but developed on its behalf by the Renault Sport division, using the same engineers who produced the Formula One World Title V-10 engines that dominated car racing's elite class for half a decade in Williams and Benetton chassis before Renault's withdrawal from Formula One a year ago.

Renault Sport has already produced a motorcycle engine, at one stage removed - one that's just entering production, having been designed by their Sodemo colleagues, who are responsible for research and development of the Renault factory's touring-car and rally-competition contenders. That is, of course, the 72-degree V-twin Voxan, which has now at last reached the start-up stage of production after three short years of development. Just as manufacture of the planned series of preproduction bikes was commencing at the Issoire factory in December, there came the news that Voxan boss Jacques Gardette has sold a 10-percent slice of the shareholdings to a very prestigious partner: France's Dassault-Systeme. A division of the huge aviation conglomerate responsible for such benchmark warplanes as the Mirage jet fighter, Dassault-Systeme is headed by Laurent Dassault, himself a bike enthusiast who has apparently taken a token slice of Voxan equity in order to become personally involved with a project close to his heart.

Voxan will thus benefit not only from the added credibility of such a

prestigious partner but also from Dassault's sophisticated CAD/CAM operation, as well as its buying power, says Gardette, who will also rely on his new partner's worldwide marketing expertise in gearing up Voxan's export operation to kick off in the year 2000.

Speed-up Derbi

Derbi's return to Grand Prix racing in the 125cc class in 1999 with its own motorcycle - exactly one decade after the final 80cc World Champion Manuel "Champi" Herreros won the last of the Spanish marque's total of 10 World Championship titles back in 1989, and 11 years after Jorge Martinez "Aspar" clinched the company's last 125cc crown - has now been confirmed, with a works team to be run next season on behalf of the Barcelona-based factory by Italian team manager Giampiero Sacchi. The riders have also been announced: ex-Yamaha 125cc GP star Youichi Ui, and a famous name from Derbi's history books - Pablo Nieto, youngest son of Spanish GP legend Angel Nieto, five of whose 13 (or, as he superstitiously prefers to refer to them,

"12+1"! World titles were scored on Derbi machines.

Derbi's R&D team is hard at work on developing the new motorcycle's engine - understood to be a rotary-valve design like that of the reigning Aprilia World Champion, as well as of all previous works Derbi GP racers in the past - which is set to be housed in a chassis designed in Britain by TWR, who collaborated with Kenny Roberts on his Modenas project until K.R. broke away to design his second-generation bikes in-house.

Derbi aims to be on the starting grid for the first GP of the 1999 season in Malaysia, though time may be too short to get in much testing beforehand. Still, it's good to see another famous name returning to the GP world - alongside the return of the Bultaco marque (now also under Derbi's control) to the World Trials scene in the coming year, with the new Sherco.

The Ducati legend grows

If you're a fan of Ducati's most famous range of bevel-drive twins, the SS, there's a must-have book hitting the shelves: Ian Falloon's new history,

Italian star

The star of the Bologna Show that opened in Italy at the beginning of December was the new Aprilia RSV1000SP - the ultra-trick and ultra-costly (selling for 50 million lire, or about \$32,000 each) street-legal basis for the step up by the Italian World Champions in 125 and 250cc GP racing into the World Superbike series in 1999, when Australian Peter Goddard rides a single bike for the factory-backed team run by Nando de Cecco.

Like the Yamaha R7 of comparable specification and price, the Mille SP is a racer-with-lights that will only be built in very limited numbers: just 150 units to begin with, anyway - the minimum quantity required for WSC homologation by any European manufacturer. This is important, because in many key areas, especially engine dimensions and chassis design, the hand-built SP is significantly different from the volume-production RSV1000 sportbike launched last summer, which represented Aprilia's long-awaited entry into the large-capacity four-stroke market.

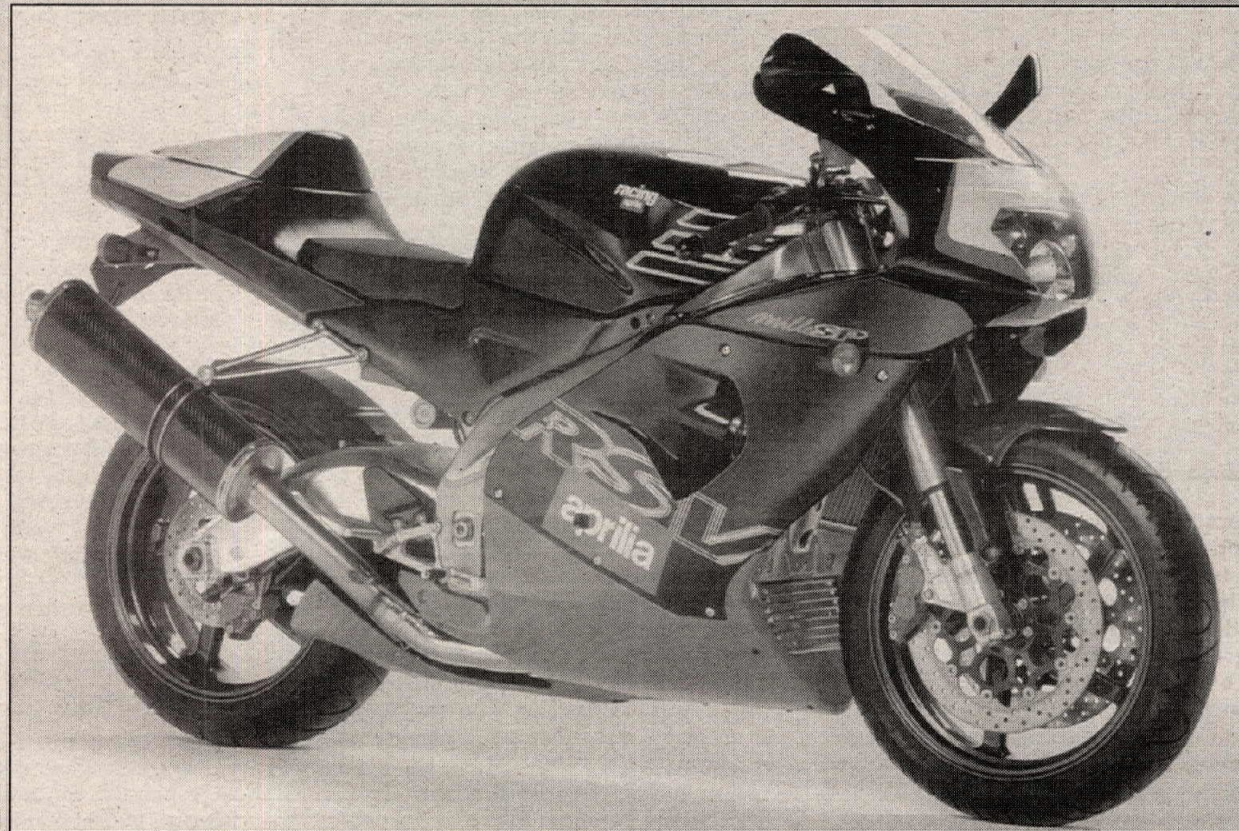
So, for the purposes of homologation as well as performance, the Mille SP must be regarded as a new model in its own right, just as the Ducati 996SPS is a different product from the 916.

As proof of this, the Aprilia's Rotax-built, 60-degree V-twin engine has been developed in cooperation with Cosworth in Britain to deliver a claimed 150 bhp at the gearbox at 11,000 rpm, making it the most powerful twin-cylinder motorcycle on the market in SP guise, compared with the stock RSV1000's 128 bhp at 9250 rpm.

Though delivered only when the bike is fitted with a racing version of the carbon-canned titanium exhaust and a remapped EPROM chip for the Nippondenso EFI (both are included in the SP's stiff price, along with a racing stand and machine cover), this impressive horsepower is produced at high revs, underlining the SP's more radical internal dimensions of 100 x 63.4mm for a capacity of 996cc, against the standard Mille's 97 x 67.5mm/998cc format, or the 98 x 66mm layout common among its 916/TL1000/VTR1000/VR1000 rivals.

This is the same ultra-short-stroke 100mm-bore configuration as the forthcoming Moto Guzzi VA-10 Superbike V-twin engine announced last summer, and underscores Aprilia's determination to match the benefits of Ducati's desmodromic positive valve operation with their valve-spring V-twin, via high revs - thus breaking new ground in terms of piston speed for a large-capacity twin-cylinder engine. Expect close to 13,000-rpm engine speeds for Goddard's works superbike racer, though it's surprising that the bore size of the twin throttle bodies used on the Nippondenso EFI remains the same as the stock Mille at 51mm (Ducati uses 60mm on its Superbike World Champion), and there is still only a single injector per cylinder on the sequential EFI (Ducati uses two on the road SPS, and three on the racer).

The SP's cylinder heads are the same castings as the original bike, but with a reworked, smaller combustion chamber, while the bigger bore also allows Aprilia to fit larger valves (using revised profiles for the double



overhead camshafts per cylinder), which, however, means there's only room for a single spark plug on each head, rather than the dual ignition of the stock Mille.

The dry-sump engine's double-oil-pump lubrication system has also been revised, with a larger extraction pump, while the water and oil radiators have also been upsized. Maximum torque is also improved, with 79.6 ft.-lb. at 8500 rpm delivered in track configuration, against the 75.9 ft.-lb. at 7000 rpm of the stock Mille.

Aprilia chassis guru Gaetano Cocco's heavily revised twin-spar frame for the SP also breaks new ground, with the V-twin engine located 5mm higher than in the stock Mille, in order to compact the mass and reduce the polar moment, for more stable yet responsive steering.

But just as on Aprilia's title-winning GP two-strokes, the position of the engine within the chassis can be altered to optimize weight distribution and handling - the first time on a four-stroke, or on any street bike, that this has been available.

This will, for example, avoid the problems with which Honda has had to grapple throughout the life of the RC45, in having the engine in essentially the wrong place for ideal handling: Aprilia teams can just change to suit. In addition, while 20-percent stiffer than the stock Mille frame, the SP chassis has an adjustable swingarm pivot at the rear, with an Ohlins shock, while up front the reinforced steering head allows the fork angle to be

altered one degree either side of the stock 24.5-degree setting.

The adjustable triple clamps housing the 43mm Ohlins racing forks fitted as standard also allow trail to be varied 10mm either side of the stock 97mm setting. Basically, on the SP, Cocco has brought the multi-adjustable chassis geometry of his race-winning GP package to the street - and thence to the World Superbike grid, as well as to the new Stocksport support class, in which the new Aprilia seems set to be perhaps the leading twin-cylinder contender against the Yamaha R1 and other one-liter fours.

Thanks to copious use of carbon fiber, including all the single-seater bodywork (apart from the six-gallon fuel tank, which is now alloy rather than the stock Mille's steel), the SP weighs in at a claimed 407 pounds dry in street form - 8.8 pounds less than the stock RSV1000.

Though basically unchanged in styling, the SP is even more aerodynamic than the Mille, breaking the benchmark 0.30 Cx barrier for the first time in a street production motorcycle, thanks to a lower front ride height and thus reduced frontal area. This impressive new superbike contender confirms Aprilia's entry into the big league, and will be available early this year. How many of the production run's planned 150 bikes end up on the street rather than on the race track will be an interesting question, though.

Laverda turning to liquid?

With Francesco Tognon's takeover at Bimota now confirmed (the Italian textile magnate has 50 percent of the equity in the restructured prestige marque, with former owners SCM and other minority shareholders taking up the balance, all jointly earmarking 20 billion lire (\$12 million) in investment funds to revitalize the company), attention now turns to his former marque, Laverda, in which he retains a 10-percent shareholding.

On November 23, 1998, a meeting of the Laverda board of directors voted to put the company into voluntary liquidation - but only as an interim move toward restructuring it.

"This sounds much worse than it is," says Laverda sales director Aurelio Lolli, "but it's only a necessary step under Italian law, aimed at setting the company on a new course. Our expansion of the Laverda marque continues as before, with our work force paid as normal, and in fact we're planning to further increase production in 1999 to around 4000 units, from the 2000 built this year, as compared to just 667 motorcycles in 1997. And our new three-cylinder engine will go on the dyno for the first time right around the first of the year, as projected. It's business almost as usual."

Industry sources reveal that this situation has been brought about by Tognon's split with the Spezzapria cousins, Nadir and Roberto, whom he brought on board a year ago to beef up Laverda's operation but who now own a majority of the equity. A move to increase the company's capital five-fold to 15 billion (\$9 million) in order to underwrite production of the new three-cylinder range, as well as to further improve quality of manufacture at Laverda's Zane factory, was declined by the Tognon faction on the Laverda board.

Hence the Spezzaprias' decision to draw a line under the present operation and start afresh, with new partners - but first they needed to present a clean balance sheet to the trio of outside investors, all from within the motorcycle industry, to whom they're understood to be talking. Unconfirmed rumors place one of these as Harley-Davidson, still looking for a European partner after the collapse of their negotiations with KTM, and another as



BMW, whose continued interest in expanding their two-wheeled product base led them to take a close look at buying Bimota as well as Ducati, before the TPG takeover. Maybe third time lucky?

As part of the process of attracting new outside investment, Laverda has lifted the covers on its compact new three-cylinder superbike engine, which has been under development at the Zane factory near Vicenza for the past two years. A product of Laverda's R&D team of ex-Lamborghini Formula One engineers headed by Nicola Materazzi, who continues to supervise its development as a consultant after his retirement, this fuel-injected DOHC 12-valve in-line engine has been revealed as being a substantially oversquare, ultra-short-stroke unit measuring 85 x 52.8 mm, for a capacity of 899cc. With the Weber-Marelli EFI featuring three throttle bodies measuring 50mm each, utilizing a very steep angle of

downdraft and feeding large inlet valves set at a flat total included angle of 26 degrees to the exhausts, and with offset chain camshaft drive on the right side, the modern-looking liquid-cooled engine is targeted to produce 135 bhp at the rear wheel in street-legal form, at 11,000 rpm (but to rev to over 13,000 rpm in superbike race guise).

The nominally wet-sump design sees a typically Italian, slim oil tank under the crankcases, with a six-speed gearbox and large-diameter wet clutch above it. This engine is projected to form the basis of the new-generation Laverda Jota 900 Superbike (now scheduled to be launched in 2000 and to enter production early the following year), as well as other 900cc and 1150cc models.

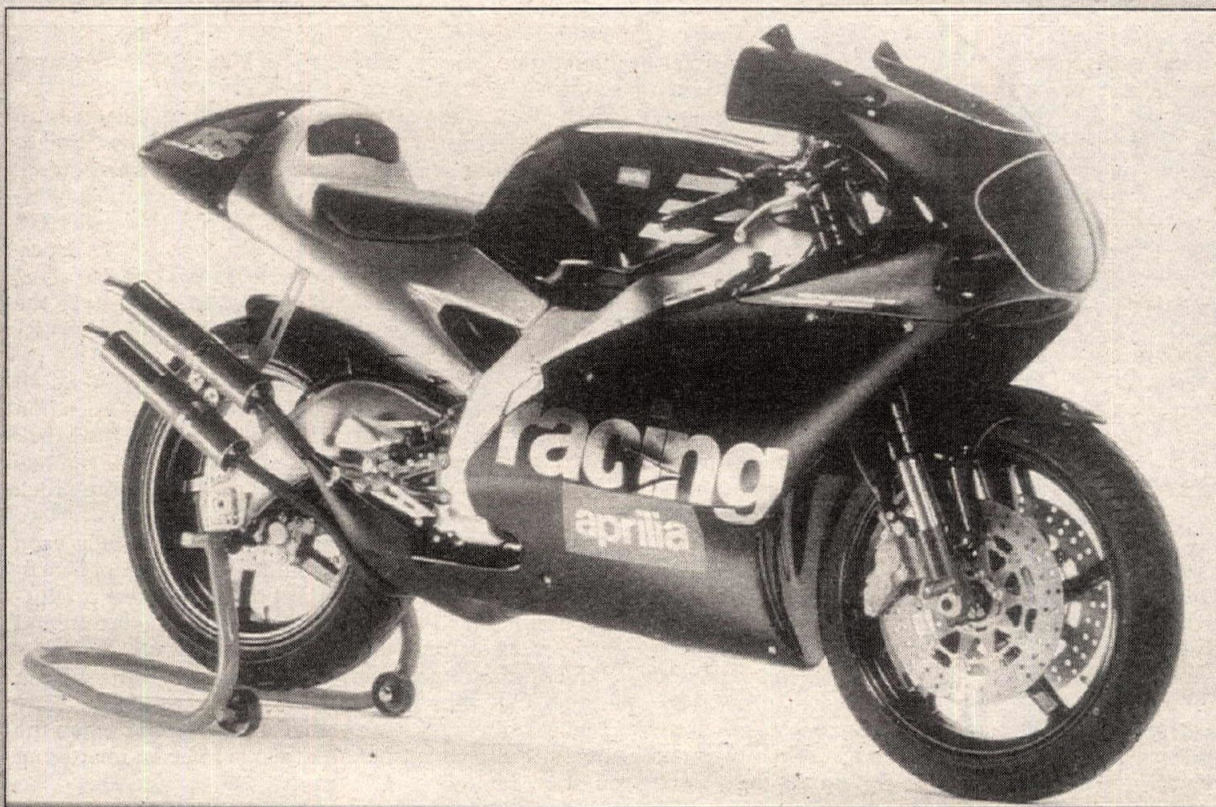
But whether that will indeed happen now depends on the ongoing health of the Laverda company, and the Spezzaprias' ability to bring new investors on board.

"Ducati Super Sport" (ISBN 1 85960 412 9) provides an exhaustive coverage of the two-valve desmo range, beginning with Taglioni's green-and-silver 750SS models a quarter-century ago and coming right up to date with the new Terblanche-designed 900 SuperSport launched in April 1998. Authoritative detail of the wealth of design changes from one year to another is included, in

a more flowing, readable way than Falloon's previous works, and the work is illustrated by a good selection of color photos of each variant - though the reliance on styling shots, to the exclusion of any photos or drawings of the engines themselves, is to be regretted. Still, this book won't only be of interest to restorers, but it is a must-have item for any Ducati enthusiast's bookshelf,

containing a huge amount of reliable information covering the early bevel-drive bikes, their Pantah-based successors, and the current desmodue two-valve models, ranging from annual production figures to a detailed account by Pierre Terblanche of how the current 900SS model came about - designed in Britain, by a South African, built in Italy!

Pity there's no reference to the half-faired version of the same bike that was developed at the same time and is now in production, because Terblanche's account of how to make two halves of the same whole is worth recounting; but apart from that, Falloon's book is a desmodromic delight and deserves to be purchased by anyone interested in *La Moto Italiana*.



Cleaning up the two-stroke

Aprilia has revealed that it is working on a Ditech EFI package ready to be fitted to its RS250 sportbike's V-twin RGV250 Suzuki engine, which the company believes will be capable of meeting all known future emissions regulations, without sacrificing power.

No prizes for guessing who's in charge of this project, though - given that the man responsible for the Bimota 500 Vdue (the world's first fuel-injected two-stroke sportbike), Pierluigi Marconi, has been working for Aprilia for the past year in their new San Marino R&D base, together with most of his development team from Bimota!

Given that it was Bimota's limited resources which left them unable to tackle the production problems of the Vdue effectively, but that this more than proved its worth in prototype form, Aprilia must be a much better bet to apply direct-injection technology successfully to the two-stroke sportbike.

This makes the introduction of a fuel-injected RS250 (using Orbital EFI technology) early in the next century a strong possibility. It could be sold in California and Switzerland, too. And who knows: Perhaps Aprilia might even do a deal with Bimota to adopt the 500 Vdue themselves - or maybe even produce a fuel-injected street version of their 500cc V-twin GP racer!

Is that why the twin is about to re-enter the 500 GP scene after a year away, with Tetsuya Harada aboard, in 1999? Watch this space.

Lusk and Honda clean up



By Kit Palmer
Photos by Kinney Jones

ANAHEIM, CA, JAN. 9

Team Honda is back. And you might say in a big way.

Sweeping the top four positions at the AMA U.S. Supercross Series opener in Anaheim, Team Honda has made it clear that they're serious about taking back the supercross crown - something they haven't worn since Jeremy McGrath abandoned the team following the 1996 season. Since then, Honda has hardly been heard from, having been shut out in 1997 and winning just four events in 1998; but apparently that's all about to change.

In front of a sellout crowd of 45,050 at the revamped Edison International Field (formerly Anaheim Stadium), Ezra



(Above) Honda riders filled the podium at the Anaheim Supercross Series opener: (left to right) runner-up Mickael Pichon, winner Ezra Lusk, and Mike LaRocco. (Right) A sellout crowd of more than 45,000 filled Edison International Field.



Lusk led a parade of Honda riders across the finish line in an impressive showing of Team Red talent. Lusk took control of the race on lap eight and from that point on showed fellow Honda riders Mickael Pichon, Mike LaRocco and Kevin Windham the fast way home. The only other Honda rider in the race, World 250cc MX Champion Sebastien Tortelli - the surprise winner of last year's series opener in Los Angeles - was left behind following an early-race get-off that saw him picking up his bike in last place. He finished 17th.

Despite being a favorite to win the race, Lusk was somewhat amazed to be the one leading the pack - which included no less than 16 full-on factory-backed racers - across the finish line.

"I'm pretty surprised, to be honest with you," Lusk said of his win. "I didn't expect to win. I hadn't really reached my peak yet. I haven't been training as long as I did last year, because I just came back from the arm injury. I just figured to get stronger as the season went. To go out and win the first race, I guess I was as strong as everybody else was."

If not a little more.

The 20-lap main event got off to a hectic and exciting start, with Pichon jumping out to an early lead but soon losing it to Team Suzuki's Larry Ward, who led the way for the next six laps. Starting off third, Lusk soon slipped by teammate Pichon and then took off after Ward and, along with Pichon, he got by Ward in a long stretch of whoops. From there, Lusk and Pichon broke free of the pack and rode 1-2 to the finish.

"Just awesome - I mean I can't feel better than this," Pichon said. "Second place, first race on a Honda - just everything went great. I'm almost there; starting this way is the best way to do it."

Finishing third was the veteran LaRocco on the Factory Connection/Jack in the Box/O'Neal/Honda CR250. LaRocco, who is now receiving major support from the Honda factory, showed his appreciation by making his move early in the race and establishing his spot in third, where he would stay - but not too far behind Pichon - for the rest of the way.

One of Honda's latest members, Windham, had an up-and-down ride, starting the race in fifth, then dropping

(Above) Pichon made his Honda debut a successful one, finishing a close second to teammate Lusk.

(Above right) Suzuki's Larry Ward (7), here leading Pichon (5), Lusk (4) and McGrath (1), was found leading the way early in the race but found way in the back when it was all over.

(Right) Ricky Carmichael (9), Kevin Windham (14) and Jeremy McGrath (1) mix it up in the main. McGrath later bumped into Carmichael and crashed. He would finish seventh.



back to seventh, and finally climbing back up to fourth, where he would finish.

The first non-Honda rider to take the checkered flag was Team Yamaha's John Dowd, who spent most of the night dicing with his ex-Yamaha teammate Windham. Dowd, bruised and battered following an earlier heat-race crash, ignored the pain in the main and rode to a strong fifth-place finish. Sixth went to Kawasaki's 125cc National MX Champion Ricky Carmichael, who at one point was running as high as fourth before a small altercation with another rider left him with a sticking throttle.

And then there was defending Supercross Champion Jeremy McGrath, who, on the Mazda/Chaparral/No-Fear/Yamaha-backed YZ250, took the checkered flag in an un-McGrath-like seventh - which was especially surprising as this was Anaheim, where he has won all seven times that he has raced at this venue. But the defending champ did score an impressive heat-race win and was in contention in the main before running into trouble - that being Windham and Carmichael. While running sixth, McGrath T-boned Carmichael - who was at that time scraping with Windham - in a turn and went down.

McGrath quickly got back up, but not before losing a number of positions.

Despite finishing seventh, McGrath was still upbeat after the race.

"I felt really good," McGrath said. "I feel really strong; it was just a little bad luck. My bike is great, everything is great, and I want (next) Saturday to come real quick now."

Finishing right behind McGrath was former supercross champ Jeff Emig of Team Kawasaki. Emig rode well but was shaken up a bit in an earlier heat-race crash, in which he had come up short on a triple jump and was landed on by Windham. In the main, Emig rode well, climbing up to eighth after a 12th-place start.

Ninth went to Mazda/Chaparral/Yamaha's newest member, Steve Lamson, while 10th place was filled by Team Kawasaki's Damon Huffman, who got off to a 19th-place start. Following Huffman across the finish line was Excel Motorsports/Noleen/Yamaha rider Tim Ferry, FMF/Honda's Brock Sellards, FMF/Yamaha's David Vuillemin, and Doug Henry's replacement on the Team Yamaha four-stroke, Jimmy Button. Rounding out the 20-rider field were Moto XXX/Suzuki's Phil Lawrence, Suzuki's Greg Albertyn, Tortelli, Ward,

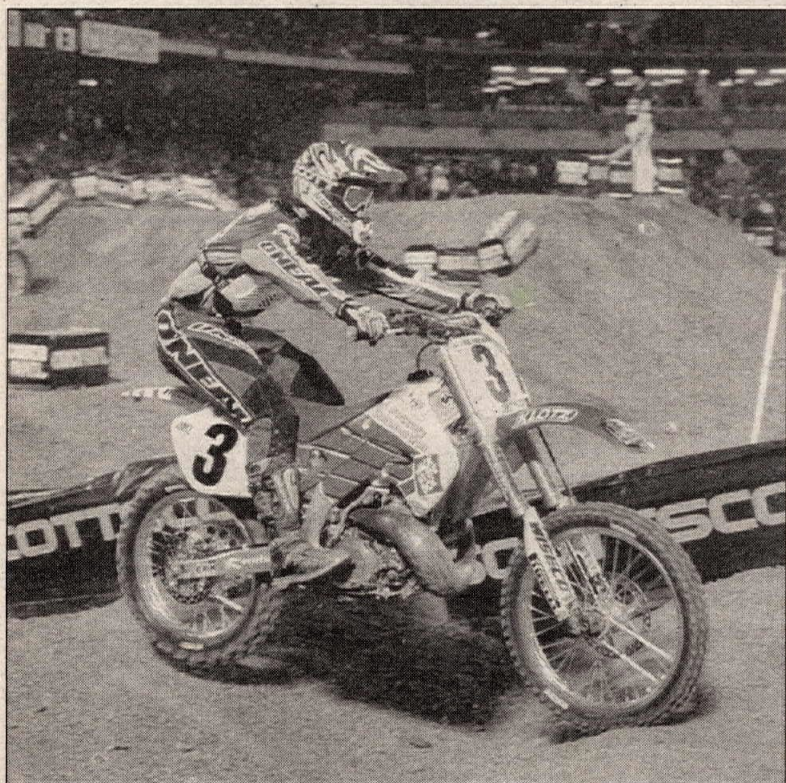
Suzuki's Robbie Reynard, and Yamaha of Troy's Stephane Roncada.

HEATS

Team Honda had the deck stacked in the first heat race, with three of its four team riders on the line, and it was Lusk who put his red machine into the lead, followed by Ward, Roncada, Pichon, Tortelli, Albertyn, Vuillemin and Huffman.

Lusk, Ward, Roncada and Pichon broke away from the rest of the pack; then Pichon sliced to the inside of Roncada for third but slid out two laps later, letting Roncada back by him. While Roncada and Pichon were mixing it up, Lusk and Ward separated themselves from everyone and continued their duel to the finish. Although Ward stayed close to Lusk the whole way, he never got close enough to attempt a pass. Lusk went on to win the first 250cc moto of the year, with Ward close behind him.

Late in the race, Pichon found more problems when he slammed into a downed lapper and went over the bars and into the semis. Roncada ended up holding down third the whole way, staying clear of a frantic battle involving 250cc World MX Champions Tortelli and Albertyn and 125cc World GP con-



(Left) Mike LaRocco rode as strong as ever and was rewarded with third place. (Right) Former teammates John Dowd (6) and Windham (14) spent much of the evening this close. Windham ended up fourth and Dowd the top non-Honda rider in fifth.



tender Vuillemin. Tortelli came out on top of that race, finishing fourth ahead of Vuillemin, Albertyn and Lamson, who was dealt a bad start.

Fast starter Reynard shot his Suzuki into the lead in the second heat race but had big company in his wake: Emig, Carmichael, McGrath, Ferry and Windham, to name a few.

Windham quickly moved up, only to tangle with Emig over a triple jump. Both riders went down heavily. A nicked-up Windham remounted slowly, while Emig pushed his bent machine back to the pits.

"The ground was really hard, and there were a few deep, square-edged bumps, and I was trying to time the triple better, because I wanted to jump the quad after it," Emig explained. "I hit that hole right when I wanted to get a little traction, and I just lost traction, didn't get a drive and came up short. When I bounced up, I felt somebody hit me from behind."

"I'm a little sore," Windham said. "Tomorrow's going to be real bad. I got a handlebar to the groin, which was pretty bad, and I bit a little hole in my tongue. I guess we're really lucky; it could've been a lot worse for both of us."

McGrath suddenly found himself in second and had some catching up to do. He quickly went to work on Reynard and slowly reeled him in. Soon McGrath was knocking at Reynard's back door and he made his move, pulling alongside him over the aforementioned triple/quad jump and then finishing off the pass in the next turn. From then on, the race was all McGrath's, as he went on to win by a small margin over Reynard.

Finishing third in the race was Carmichael, who held down third pretty much the whole way. A distant fourth went to Button after a midpack start. Ferry finished fifth, followed by LaRocco and Yamaha rider Doug Dubach.

Dowd was sent to the semi after going down in the first turn.

SEMIS

Pichon turned things around in the first semi, winning easily. He nailed the holeshot, ahead of Lamson, and promptly walked away from the pack for the win. Lamson held down second the whole way, giving Albertyn a long look at the back of his jersey. Albertyn finished third, while Lawrence held back a

charging Vuillemin for fourth. Taking the checkered flag behind Vuillemin was Huffman, who was followed by Pedro Gonzalez.

After crashing hard in his heat race, Windham came back to win the second semi, but it wasn't easy. He spent much of the race dicing with former teammate Dowd, who took control of the lead after passing early front-runner Kyle Lewis.

Dowd fought back against Windham until just before the white flag, when Windham overtook him down the triple/quad section. Finishing a distant third was LaRocco, followed by a closely bunched-up Sellards, Emig and Suzuki rider Kyle Lewis, who was passed by Emig in the last turn.

LAST-CHANCE QUALIFIER

Team Kawasaki's Emig and Huffman found themselves sitting on the starting line for the LCQ, and it came as no surprise that these two riders filled the first two positions when it was all over, with Emig taking a close win over Huffman. Finishing a close but transferless third after passing Lewis on the last lap was Yamaha Japan's Takeshi Koikedo.

MAIN EVENT

The opening few laps of the 20-lap feature saw plenty of action, with Pichon leading the way off the start, but the newly acquired Team Honda rider couldn't hold off the fast-starting Ward for long. By the second lap, Ward held the point ahead of Pichon, Lusk, McGrath, Carmichael, Windham, Dowd, LaRocco, Reynard, Albertyn, Tortelli, Emig, Lamson and Button.

Lusk soon started his charge to the front, passing Pichon on the fourth lap and then going after Ward, who held his ground for three more laps before both Lusk and Pichon rode past the Suzuki rider through the whoops. Then a fast-climbing LaRocco got around Ward, who continued to drop back throughout the race with reportedly a bad case of nerves and arm pump.

Meanwhile, McGrath was having problems, as both Carmichael and Windham got around him, but the five-time SX champ recovered and set out to pass them back. Seeing an opportunity in a turn, McGrath went for it, but he came into the turn a little too hot and his momentum carried him into the side of Carmichael's bike, with McGrath going down and Carmichael continuing on.

"One lap, Carmichael messed me up a little bit, and him and Windham got by me at the same time," McGrath said. "I was still doing good - I was settling in a little bit - then I was battling a little bit with LaRocco. Then I was on the inside of that corner, and I think Windham and Carmichael ran into each other - they turned super-sharp and I was already coming in on the inside, and I just could not stop and ran right into them. The front end tucked and I just went down. My (clutch) lever was pushed way down - I couldn't grab it, and I had to hit it back up, go a little more, then I had to hit some more to use it."

"Me and Jeremy kind of had a run-in and broke my throttle housing," Carmichael said. "After that, my throttle was catching, so that kind of sidetracked me the rest of the race."

The incident cost McGrath at least five positions (though he would later get most of them back), and it cost Carmichael any chance of moving up.

After an exciting first half, the second half of the race cooled off, with Lusk and Pichon settling into a comfortable and smooth pace; LaRocco (in third) and Windham (in fourth) did the same. Pichon did, however, give Lusk some concern along the way, but he never made a serious attempt to nudge Lusk out of the lead; Pichon was seemingly content to not put a certain top finish at risk so early in the season.

"I got the holeshot," Pichon said, "but Larry (Ward) was pretty quick in the first few laps. I was a little bit surprised. I tried to follow him; then he slowed down after a couple of laps, and I started getting worried, because I could see those guys pretty close behind us. Then Ezra passed me and I'm like, 'Man, they're all going to pass me like that if I don't make the move now.' So when Ezra passed Larry, I made the move, too, on Larry. I've been riding with Ezra a lot in practice, and I know how fast he is, so I just tried to stay behind him. I stayed close the whole moto. I thought maybe I could pass him, but I got a little bit of arm pump the last three laps; then I took it easy at the end, I was so happy with second."

"Pichon was really pushing me harder than I wanted to be pushed early on," Lusk said. "If he would've pushed me any harder, then I would've let him go by, because I didn't want to go any faster than that. It seemed like once the end of the race came around, I started to

get a little more distance and a little more breathing room."

LaRocco was never that far behind the lead duo, but he could never mount a serious challenge - nor could Windham on LaRocco.

"My bike works awesome," a happy LaRocco said. "Honda's giving me a lot more support this year, and we've done a lot of testing with Factory Connection, and I just felt really comfortable. I knew I had no time to waste and that they would get away if I didn't get going. I did what I could; I got through traffic pretty good. In the middle there, it was tough to catch Ezra and Pichon; they were riding kind of almost the same speed as me."

"I was really nervous going into it," Windham said of his race. "All in all, I'm happy. It's the first race; we've got 15 left, and fourth at this point is as good as a win. Dowd and I were together all night long; he was riding really well. We really weren't off the pace of the leaders until about five laps to go, when I got a little tight. But it's a big relief on the mind to get this first one behind you; new scenery, new expectations, new interviews - it's a big deal to change teams like this, and the last race I raced was Washougal, due to injuries and contracts and all that. It's been a while since I left the gate with 20 of the best riders in the world."

Dowd settled down in fifth, while Carmichael rode around in sixth with a sketchy throttle and McGrath caught back up to seventh.

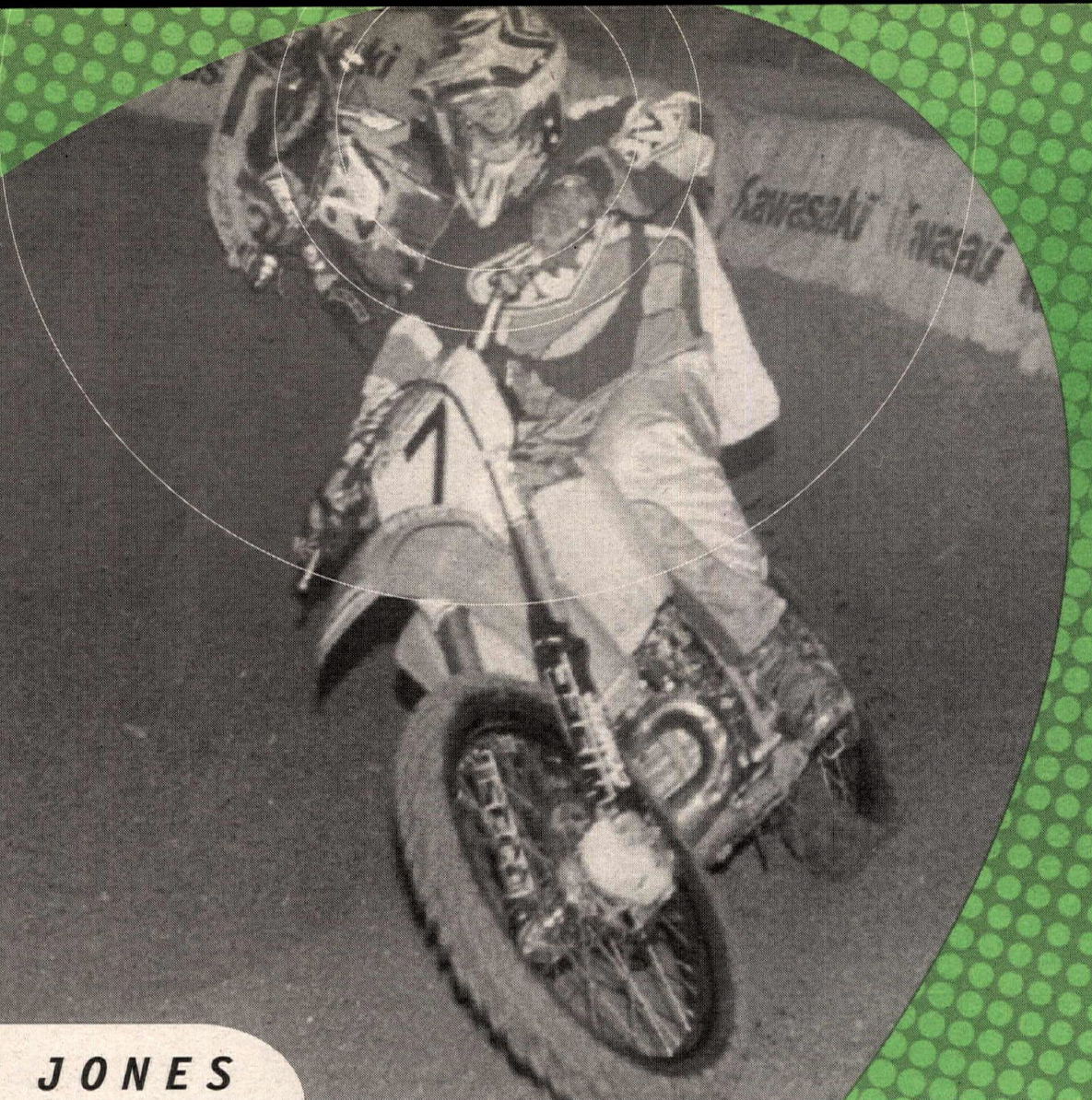
"I'm kind of happy with the finish," Carmichael said afterward. "I wish I could've been on the podium; I think I would've been able to if my throttle wouldn't have broke. I wound up sixth. That's not bad. At least I was in the hunt before that happened. I know I can be there, I know I have the speed - I'm not worrying about it."

Elsewhere in the field, Tortelli was finding little success after his second-lap fall.

"Albee (Albertyn) caused me a little to crash," Tortelli said. "That was the race, but I was happy with my first couple of laps. I didn't have a good start, but I was doing some good laps and catching back up to the front. I try to catch up, but the race was too short."

Like Tortelli, Button spent much of his race playing catch-up after stalling his thumper on the fifth lap.

"It was a classic four-stroke stall,"



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Round 11 was all Jones. He tore into turn one of the 250cc final and dusted the rest. Waving bye-bye as he cruised to his first 250cc Pro win of the season. Jones then took a trip to the bank, winning the Dash for Cash before navigating his KX to another Jump Off victory.

The next round was "The Cliff Palmer Story." Or, *the same old story*. With Cliff raging out of the gate. Leaving the pack in his draft. And ripping off another 250cc Pro final win. Since round 1, Palmer's been unstoppable. He now has a 30-point lead — and money to burn. Taking his own Dash for Cash win this round.

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Button said. "I was working my way through the pack, I was in sixth or seventh, and I was going to pass 'Fro' (Emig), and 'Fro' kind of jumped to the inside of me - didn't make any contact, but I just screwed up in the corner and stalled it. By the time I got it started, I was about 15 seconds behind last place; I guess I ended up 14th. It sucks, but I'm riding fine and there's no one on the track going faster than I am. I'm just going to have to get my starts down a little better and not make mistakes where I stall the bike on the track."

After Button restarted, his thumper starting popping, but according to him, everything was okay.

"When it gets a little bit cooler, it does that," Button explained. "In the daytime, it doesn't do it so much, plus the carburetor is brand-new - new diaphragm and everything - so it has more tendency to pop."

Despite a somewhat promising start, Team Suzuki had a horrible finish, as none of its three riders finished higher than 16th - that place being taken by a flu-bitten Albertyn.

"I didn't have a good day today," Albertyn said. "I've been in bed with a fever all week - bad timing. Considering it's the first race of the year, I'm not too worried; consistency is what counts. I'm feeling really good this year. The bikes are great. I just hope our team can get their act together."

Early leader Ward faded back to 18th, while Reynard tumbled back to 19th.

After a 12th-place start, Emig clawed and scratched his way up to eighth, spending much of the race dicing with Carmichael and McGrath, who eventually got around Emig three laps from the finish.

"From press day (Thursday) to the end of the main event, I made a major leap in confidence," Emig summarized, "because I was not happy, or flowing, at the beginning of the weekend. By the end of the weekend, I was racing around with McGrath and Carmichael, running really good lap times. Plus, the top eight guys were all running the same lap times, so I feel good about that."

CN

Edison International Field
Anaheim, California
Results: January 9, 1999 (Round 1 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Ezra Lusk (Hon); 2. Larry Ward (Suz); 3. Stephane Roncada (Yam); 4. Sebastian Tortelli (Hon); 5. David Vuillemin (Yam); 6. Greg Albertyn (Suz); 7. Steve Lamson (Yam); 8. Jason McCormick (Hon); 9. Lance Smail (KTM); 10. Damon Huffman (Kaw); 11. Mickael Pichon (Hon); 12. Ryan Terlecki (Suz); 13. Tyson Kady (Yam); 14. Brian

Yamaha of Troy's Casey Johnson took the checkered flag after turning a sixth-place start into a 15-lap charge to the lead in the 125cc main event.

Stone (Kaw); 15. Scott Davis (Suz); 16. Ray Crumb (Yam); 17. Pedro Gonzalez (Kaw); 18. Brad Woolsey (Kaw); 19. Grayson Goodman (Hon); 20. Phil Lawrence (Suz).
Time: 7:14.210

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Jeremy McGrath (Yam); 2. Robbie Reynard (Suz); 3. Ricky Carmichael (Kaw); 4. Jimmy Button (Yam); 5. Tim Ferry (Yam); 6. Mike LaRocco (Hon); 7. Takeshi Koikeda (Yam); 8. Kyle Lewis (Suz); 9. Doug Dubach (Yam); 10. Ted Campbell (Suz); 11. Brock Sellards (Hon); 12. James Povolny Jr. (Yam); 13. Tony Amaradio (Yam); 14. Billy Binkley (Yam); 15. Kevin Windham (Hon); 16. Heath Voss (Hon); 17. Kelly Smith (KTM); 18. John Dowd (Yam); 19. Bruno LeBlanc (Hon); 20. Jeff Emig (Kaw).
Time: 7:14.360

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Mickael Pichon (Hon); 2. Steve Lamson (Yam); 3. Greg Albertyn (Suz); 4. Phil Lawrence (Suz); 5. David Vuillemin (Yam); 6. Damon Huffman (Kaw); 7. Pedro Gonzalez (Kaw); 8. Jason McCormick (Hon); 9. Ryan Terlecki (Suz); 10. Ray Crumb (Yam); 11. Tyson Kady (Yam); 12. Lance Smail (KTM); 13. Brad Woolsey (Kaw); 14. Brian Stone (Kaw); 15. Scott Davis (Suz); 16. Grayson Goodman (Hon).
Time: 5:21.700

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Kevin Windham (Hon); 2. John Dowd (Yam); 3. Mike LaRocco (Hon); 4. Tim Ferry (Yam); 5. Brock Sellards (Hon); 6. Jeff Emig (Kaw); 7. Kyle Lewis (Suz); 8. Heath Voss (Hon); 9. Ted Campbell (Suz); 10. Takeshi Koikeda (Yam); 11. James Povolny Jr. (Yam); 12. Billy Binkley (Yam); 13. Tony Amaradio (Yam); 14. Doug Dubach (Yam); 15. Kelly Smith (KTM); 16. Bruno LeBlanc (Hon).
Time: 5:28.220

250 LCQ (6 laps, 1-2 transfer to main): 1. Jeff Emig (Kaw); 2. Damon Huffman (Kaw); 3. Takeshi Koikeda (Yam); 4. Kyle Lewis (Suz); 5. James Povolny Jr. (Yam); 6. Pedro Gonzalez (Kaw); 7. Doug Dubach (Yam); 8. Billy Binkley (Yam); 9. Ryan Terlecki (Suz); 10. Ted Campbell (Suz); 11. Tony Amaradio (Yam); 12. Jason McCormick (Hon); 13. Lance Smail (KTM); 14. Tyson Kady (Yam); 15. Kelly Smith (KTM); 16. Brian Stone (Kaw); 17. Brad Woolsey (Kaw); 18. Scott Davis (Suz); 19. Bruno LeBlanc (Hon); 20. Heath Voss (Hon); 21. Ray Crumb (Yam); 22. Grayson Goodman (Hon).
Time: 5:28.350

250 MAIN (20 laps): 1. Ezra Lusk (Hon); 2. Mickael Pichon (Hon); 3. Mike LaRocco (Hon); 4. Kevin Windham (Hon); 5. John Dowd (Yam); 6. Ricky Carmichael (Kaw); 7. Jeremy McGrath (Yam); 8. Jeff Emig (Kaw); 9. Steve Lamson (Yam); 10. Damon Huffman (Kaw); 11. Tim Ferry (Yam); 12. Brock Sellards (Hon); 13. David Vuillemin (Yam); 14. Jimmy Button (Yam); 15. Phil Lawrence (Suz); 16. Greg Albertyn (Suz); 17. Sebastian Tortelli (Hon); 18. Larry Ward (Suz); 19. Robbie Reynard (Suz); 20. Stephane Roncada (Yam).
Time: 18:11.760
Margin of victory: 1.007 sec.

250 TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES POINT STANDINGS (After 1 of 16 rounds): 1. Ezra Lusk (25/1 win); 2. Mickael Pichon (22); 3. Mike LaRocco (20); 4. Kevin Windham (18); 5. John Dowd (16); 6. Ricky Carmichael (15); 7. Jeremy McGrath (14); 8. Jeff Emig (13); 9. Steve Lamson (12); 10. Damon Huffman (11); 11. Tim Ferry (10); 12. Brock Sellards (9); 13. David Vuillemin (8); 14. Jimmy Button (7); 15. Phil Lawrence (6); 16. Greg Albertyn (5); 17. Sebastian Tortelli (4); 18. Larry Ward (3); 19. Robbie Reynard (2); 20. Stephane Roncada (1).

KTM JR SUPERCROSS CHALLENGE: 1. Bruce Rutherford; 2. Don Kearney; 3. Hayden Connors; 4. Jake Canada; 5. Lance Coury; 6. Parker Eckman; 7. Kyle Smith; 8. Randall Lippie; 9. Christopher Valdez; 10. Jonathan Horgan; 11. Michael Arellano; 12. Thomas Bledsoe; 13. Evan Duteau; 14. Ricki Kincer; 15. Garret Geisal.

Upcoming Rounds:

Round 2 - San Diego, California, January 16
Round 3 - Phoenix, Arizona, January 23

Toyota/Thor/Parts Unlimited AMA Western
Regional 125cc Supercross Series
Round 1: Edison International Field

Mighty Caseys

By Matt Freeman
Photos by Kinney Jones

ANAHEIM, CA, JAN. 9

At last year's opening round of the AMA Western Regional 125cc Supercross Series, Yamaha's John Dowd prevailed on a mud-soaked field at the Los Angeles Memorial Coliseum. After that, the factory-backed Dowd went on to eventually chalk up enough wins to clinch the series championship. This year, the opening round had a totally different look to it: a new stadium, a dry track, and only support teams lining the starting gate of the 125cc main event, all of which made for a total turnaround from last year.

However, one thing was the same: A Yamaha took the checkered flag while leading the way. This time, however, it was piloted by Yamaha of Troy's Casey Johnson.

Halfway through the 125cc main event, it appeared that "Casey" was headed to victory - though it was not Casey Johnson in the lead; it was Johnson's Yamaha of Troy teammate Casey Lytle who was the one out in front after snagging the holeshot. He led all but one very important lap - the last one, as Johnson made an impressive charge from sixth to pass Lytle on the white-flag lap. The two riders actually bumped when the pass occurred, but there were no hard feelings - just smiles in the Yamaha of Troy semi after the race.

"I was just really hungry for this win," Johnson said. "I had my sights on first, and I was hoping I would have enough time to catch Lytle - and I did."

The win marked Johnson's first career supercross victory.

Lytle was equally as pleased with his finish despite missing out on the win by one lap.

"I made some mental changes between my heat race and the main, and it came out all right," said Lytle. "In the heat race, I did not get off to a very good start, so I was concentrating on doing better in the main, and I got the holeshot. That's exactly what I wanted to do, and I pictured myself doing it. Then I just tried to get away as far as I could. Johnson was riding a good race, and he caught me."

Like Johnson, Primal Impulse/Suzuki/Bill's Pipes/Shift/Scott/Shoei-backed Michael Brandes got a less-than-spectacular start and had to work his way from seventh up to third, where he finished. At times it appeared that Brandes was actually the fastest rider on the track, but Johnson's charge and Lytle's early lead were just too much for Brandes to overcome.

Motorworld Yamaha's Greg Schnell followed Lytle from the second-place position for 12 laps before falling victim to Johnson and Brandes. Schnell's eventual fourth-place effort was impressive, considering that he was nursing an injury.

"I broke my shoulder five weeks ago, so that slowed me down," said Thor/Pro Circuit/Renthal/Alpinestars-backed Schnell. "I got a little winded, and my shoulder really started bother-

ing me toward the end, and I started making little mistakes. I cased a few triples. I'm pretty happy with fourth, though. I've only been riding for a week since coming back from the injury."

Reigning 125cc World Motocross Champion Alessio Chiodi made his American supercross debut a fairly successful one by placing fifth, behind Schnell.

"I was happy with my results because it was my first time in American supercross," Chiodi explained. "My start in the final moto was not so good. I pushed for four or five laps and then I got arm pump so hard. Not bad results, though. I haven't even raced any supercross in Europe since '94."

HEATS

Schnell showed no signs of weakness in the first 125cc heat race, as his YZ125 was the lead bike out of the first turn. Behind Schnell was Husqvarna-mounted Chiodi and then Rusty Holland. Brandes, Lytle and Johnson found themselves planted in the middle of the pack. As Schnell began pulling away from the rest of the field, Chiodi started to give way to Brandes. By the end of lap five of the six-lap affair, Brandes had found his way around the World Champion to claim second. Lytle also made up some ground in the heat to finish fourth behind Chiodi. The Suzukis of Holland and Charlie Bogard headed a fifth- and sixth-place effort, ahead of Johnson's seventh.

The racing in heat two turned out to be closer than in the first heat. Planet Honda's Ryan Huffman nailed the holeshot, but Moto XXX/Suzuki-mounted Travis Preston gave Huffman no breathing room. Preston pressured Huffman and made a pass for the lead on lap five. Isaiah Johnson grabbed the final podium position as well as a spot in the main.

Elsewhere, Primal Impulse Suzuki's David Pingree settled for an uncharacteristically poor finish, which sent him to the last-chance qualifier.

"The heat went terrible; I went down in the first turn," Pingree said. "I have a couple of pinched nerves in my back, and I haven't been riding all week. I missed press day. I rode for maybe 10 minutes on Friday. I missed one of the practice sessions today. I've been trying to rest my back and nurse it along, but it's not helping my results."

Pingree's results got a little better when he went out in the 125cc LCQ and posted a second-place finish behind Planet Honda's Matt Maximoff.

MAIN

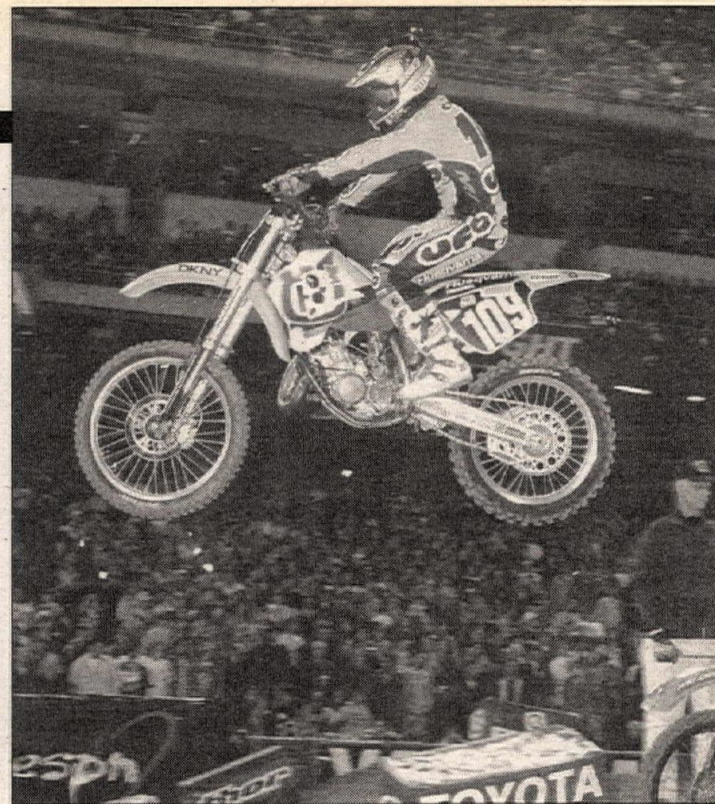
Lytle got off to a clean start at the beginning of the 125cc main event. Schnell, Bogard, Pro Circuit's Billy Payne, Huffman, Johnson, Brandes, Holland and Chiodi were all running toward the front of the pack as they exited the first turn.

"Casey Lytle was on it on the start," said Schnell, who witnessed the start firsthand from the second-place position. "He was a bike length ahead of everyone else."

Pro Circuit's Nathan Ramsey did not get the start he was looking for. The KX125 pilot was involved in a small pileup at the end of the first turn. Ramsey got back on track and worked his way up as far as eighth place before crashing in a whoop section on lap seven. Ramsey ended up finishing 18th as a result.

Holland and Huffman also did not make it long enough to challenge the lead pack.

"I got good starts all night, but in the main I was riding a little wimpy," said



Huffman, who finished one spot behind Ramsey. "I wasn't running into the corners like the rest of the guys. I was running in about third for a while and then someone stuffed me and I wrecked. I had some problems with the clutch cable when I went down. It ended up pretty much being a bummer night."

Holland also tangled with another rider, ending his hopes of a good finish.

"I got four laps into it, running about eighth," Holland said. "I was going on the inside of Bogard and we both kind of collided in the air, and I did a 180 and was not able to turn it around. I got back on the bike, and I don't even know where I ended up."

By lap four, Brandes had made his way into the third spot, behind Lytle and Schnell. Johnson's sixth-place charge was slowed down when he bobbed in the whoop section, giving up ground to fourth-placed Payne and fifth-placed Chiodi.

"In the main, I really did not get off to a good start," Johnson said. "I kind of spun out off the gate. I worked my way through the pack but I also made a couple of mistakes. I went off the track in the whoops one time."

On lap six, Chiodi and Johnson both found their way around Payne at the

same time that Brandes was pressuring Schnell hard for the second spot. On the ensuing lap, Brandes passed Schnell, who was already in a sea of lapped traffic. Brandes found himself in the same position that Schnell would be in six laps later when Johnson was pressuring to take over the runner-up spot. At the end of the lap, Johnson dove into a turn, forcing Brandes to go high. The clean pass was all Johnson needed to catch teammate Lytle.

"I kept trying to do that quad, just to get a little bit more of an advantage, because I knew he was coming," said Lytle about Johnson's charge. "I came up short a few times and that didn't help, because he caught me. On the last lap, I started to go wide in a turn, but at the last second I dove back inside, because I knew he'd be there, but it was too late. He already had me set up and he passed me. I tried to put together a little charge on the last lap, but it was too late."

Johnson continued the final lap without a challenge. Brandes fell off the lead duo's pace on the last couple of laps, but he still held on for a strong third-place finish, ahead of Schnell. Chiodi and Payne battled back and forth for fifth throughout the main, with the advan-

tage going to Chiodi. Evans, Isaiah Johnson, Pingree and Preston rounded out the top 10.

CN

Edison International Field Anaheim, California Results: January 9, 1999 (Round 1 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Greg Schnell (Yam); 2. Michael Brandes (Suz); 3. Alessio Chiodi (Hus); 4. Casey Lytle (Yam); 5. Rusty Holland (Suz); 6. Charles Bogard (Suz); 7. Casey Johnson (Yam); 8. Donald Upton (Hon); 9. Tyson Taylor (Suz); 10. Andy Harrington (Yam); 11. Michael Young (Yam); 12. Jeff Hedden (KTM); 13. John Sereika Jr. (Hon); 14. Ronnie Clark (Yam); 15. Donovan Mitchell (Yam); 16. Harold Hageman (Suz); 17. Brad Hagseth (Hon); 18. Cloud Toda (Hon); 19. Johan Andersson (Yam); 20. Travis Elliot (Hon).
Time: 5 min., 39.270 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Travis Preston (Suz); 2. Ryan Huffman (Hon); 3. Isaiah Johnson (Yam); 4. Tyler Evans (Suz); 5. Billy Payne (Kaw); 6. Ryan Clark (Kaw); 7. Keith Johnson (Yam); 8. Gio Tedesco (KTM); 9. Nathan Ramsey (Kaw); 10. Tom Clowers (Suz); 11. Erick Vallejo (Kaw); 12. David Pingree (Suz); 13. Scott Sheak (Kaw); 14. Matt Maximoff (Hon); 15. Jeremy Chaussee (Kaw); 16. Steve Andrich (Yam); 17. Danny Carlson (Yam); 18. Andreu Labrador (Yam); 19. Daniel Blair (Yam); 20. Tallon Vohland (Hon).
Time: 5 min., 39.630 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Matt Maximoff (Hon); 2. David Pingree (Suz); 3. Andy Harrington (Yam); 4. Harold Hageman (Suz); 5. Erick Vallejo (Kaw); 6. Jeremy Chaussee (Kaw); 7. John Sereika Jr. (Hon); 8. Cloud Toda (Hon); 9. Michael Young (Yam); 10. Steve Andrich (Yam); 11. Johan Andersson (Yam); 12. Donovan Mitchell (Yam); 13. Tom Clowers Jr. (Suz); 14. Brad Hagseth (Hon); 15. Danny Carlson (Yam); 16. Jeff Hedden (KTM); 17. Andreu Labrador (Yam); 18. Ronnie Clark (Yam); 19. Daniel Blair (Yam); 20. Scott Sheak (Kaw); 21. Travis Elliott (Hon); 22. Tallon Vohland (Hon).

125 MAIN (15 laps): 1. Casey Johnson (Yam); 2.

(Left) Johnson's teammate, Casey Lytle (33) snatched the holeshot in the 125cc main event and led until the last lap, when Johnson made the pass for the win. Lytle settled for second.

(Above) Reigning 125cc World Motocross Champion Alessio Chiodi came to Anaheim and turned heads aboard his Husqvarna. The Italian finished third in his heat race and fifth in the main.

Casey Lytle (Yam); 3. Michael Brandes (Suz); 4. Greg Schnell (Yam); 5. Alessio Chiodi (Hus); 6. Billy Payne (Kaw); 7. Tyler Evans (Suz); 8. Isaiah Johnson (Yam); 9. David Pingree (Suz); 10. Travis Preston (Suz); 11. Charles Bogard (Suz); 12. Keith Johnson (Yam); 13. Gio Tedesco (KTM); 14. Ryan Clark (Kaw); 15. Rusty Holland (Suz); 16. Tyson Taylor (Suz); 17. Harold Hageman (Suz); 18. Nathan Ramsey (Kaw); 19. Ryan Huffman (Hon); 20. Andy Harrington (Yam); 21. Donald Upton (Hon); 22. Matt Maximoff (Hon).
Time of race: 14 min., 2.310 sec.
Winner's average lap time: 56.154 sec.
Margin of victory: 1.001 sec.

125cc WESTERN REGIONAL SUPERCROSS SERIES POINTS STANDINGS (After 1 of 7 rounds): 1. Casey Johnson (25/1 win); 2. Casey Lytle (22); 3. Michael Brandes (20); 4. Greg Schnell (18); 5. Alessio Chiodi (16); 6. Billy Payne (15); 7. Tyler Evans (14); 8. Isaiah Johnson (13); 9. David Pingree (12); 10. Travis Preston (11); 11. Charles Bogard (10); 12. Keith Johnson (9); 13. Gio Tedesco (8); 14. Ryan Clark (7); 15. Rusty Holland (6); 16. Tyson Taylor (5); 17. Harold Hageman (4); 18. Nathan Ramsey (3); 19. Ryan Huffman (2); 20. Andy Harrington (1).

Upcoming Rounds:
Round 2 - San Diego, California, January 16
Round 3 - Phoenix, Arizona, January 23

Briefly...

Injuries and illness took a toll even before racing began on Saturday night. While practicing on Thursday, **Steve Lamson** cased a jump and split his chin open on his handlebars. Lamson's laceration called for five stitches, but the Team Chaparral/Yamaha rider was back in action in no time. FMF/Honda's new 125cc sensation, **Chris Gosselaar**, was not as lucky, however. During Thursday's press day, Gosselaar came up short on a triple and broke both of his ankles. The rookie may be out of action for up to two months. Suzuki's **Greg Albertyn** stayed on two wheels throughout the festivities at Anaheim, but a severe case of the flu held him back to a slower-than-usual pace in the main event.

According to **Jeremy McGrath's** mechanic, **Randy Lawrence**, the 1999 YZ250 that McGrath is riding is hugely different from his '98 mount. Last year, McGrath won the series with a '94 cylinder on his bike. This year, McGrath is running a '99 motor. According to Lawrence, and unfortunately for the competition, the new motor is much faster than last year's.

Team Kawasaki brought out a stationary exercise bike under the big green tent for Jeff Emig, Damon Huffman and Ricky Carmichael to warm up on. The idea comes from the World Motocross Series, where many riders use a similar bike - as well as a jump rope - to stay loosened up between motos.

World Motocross 125cc Champion **Alessio Chiodi** plans on attending round two in San Diego, but the Husqvarna rider is unsure of his plans after that. "I have to go back to Europe to ride motocross," said Chiodi. "I don't know if I will get to do any other rounds." Chiodi's bike was provided by **Malcolm Smith Motorsports** and the Italian rider was working out of a **Fast By**

Feracci semi. Word has it that Chiodi wants to defend his World title this year and then come to America full time.

FMF/Honda's **Tallon Vohland** returned to the supercross scene after campaigning the European Grand Prix circuits for many years. According to FMF's **Danny LaPorte**, "Tallon will actually have an advantage in a lot of ways. He'll have better cornering speed and, like the European riders, he'll know how to pass well. The only area he will need to sharpen will be his airtime skills." Vohland rode well in practice, but a crash in his heat left the 125cc rider out of the LCQ and the main event.

Racer X magazine announced it is offering a **\$250 award** in the form of a "gas card" to the top privateer in the 250cc main at each event. "We're just trying to give a little bit back to the sport," said editor Davey Coombs. "The money is intended to be used as gas money to help the privateer's traveling costs." Team Noleen's **Tim Ferry** grabbed the loot at Anaheim after finishing 11th in the main.

KTM is once again taking its **KTM Jr. Supercross Challenge** on the road in 1999. For the third year in a row, selected KJSC participants receive a full set of K Style riding gear, a \$100 U.S. savings bond, and the opportunity to experience the life of a professional supercross rider for a day. At Anaheim, **Bruce Rutherford** actually took it one step further, as he got to feel what it's like to be Ezra Lusk and win a supercross race at Anaheim, as Rutherford won the KJSC race Saturday night.

With former Kawasaki team rider Ryan Hughes going to Europe this season, Hughes mechanic **Ron Wood** has moved back to the Honda camp, where he was a mechanic in the early 1990s. Wood is now the team's testing coordinator.

Evidently the arm **Ezra Lusk** broke last year is fully healed. "It's a hundred percent," Lusk said of his arm following his main-event

win. "It's got to be to go out and do that. It felt good. (However,) I don't think anything on me right now is as strong as I was last year at this point, so I have a lot of room to work with."

Alpinestars recently signed on as the title boot sponsor of the supercross series. "We're completely stoked to be here," said Alpinestars national director of sales **Scott Link**. "We're more a part of the supercross experience now, rather than just supplying riders with product. We're showing our complete support."

To help celebrate the 25th anniversary of the Supercross Series (now produced by PACE Motor Sports), two of the sport's first champions were on hand at Anaheim: Pierre Karsmakers and Gary Semics. In 1974, Karsmakers won the 250cc championship with Yamaha, while Semics won the long-since-gone 500cc-class title with Husqvarna. Other notable supercross riders of the past who were on hand Saturday night included Rick Johnson, Warren Reid, Broc Glover, Jimmy Weinert, Mike Bell, Johnny O'Mara and Bob Hannah, to name a few.

Some new attractions in the supercross pits this year include a **Toyota Motor Sports Expo** display, semi-complete with two FedEx Championship series race cars, Ivan "Ironman" Stewart's off-road truck, engine displays and Toyota racing-highlight videos. **Schwinn Bicycles** also set up a half-pipe for their BMX/freestyle exhibition.

To go along with their new four-man squad, **Honda** introduced a small hospitality semi for the riders' family members. The rig, which will follow the SX series with the race semi, comes complete with an awning and a kitchen.

Mickael Pichon said he's very happy at his new home at Honda. "Just awesome, for me," said Pichon. "They put first for everybody - no favoritism here. All of the bikes are the same, so now (I) just have to go best."

Willoh wallops Fort Worth

By Kat Spann

Photos by Jeff Cox and Karl Ockert

FORT WORTH, TX, JAN. 1-2

Over New Year's weekend, Jeff Willoh continued to close the gap on series points leader Cliff Palmer as Willoh collected both 125cc wins and two third-place 250cc finishes throughout Friday and Saturday night at Will Rogers Coliseum. Rounds 11 and 12 of the 34-race 1999 AMA PJ1 National Arenacross Series took place at the very spot the series was born 15 years ago. The event, presented by Thor and Parts Unlimited, recorded two sellout nights of racing that ran in conjunction with the seventh annual Dallas/Fort Worth Motorcycle Expo.

Willoh was in the driver's seat on

both nights, grabbing holeshots in both of his heat races and in the main events. Willoh raced wire to wire for the wins and is now within eight points of second-place points holder Buddy Antunez.

Kawasaki of Carrollton-sponsored Cliff Palmer came into the Fort Worth round nine points in front of two-time title defender Buddy Antunez. Palmer also took his first win of the season in the SBS Dash For Cash event on Saturday night, collecting a cool \$1868 in the winner-take-all event.

"This was one of the funnest races I've had," commented Palmer. "I usually choke on something like this. It was great winning the money. It's the most I've ever won in the cash dash."

The Primal Impulse Team had a less-

than-stellar showing over the weekend, with Chad Pederson crashing hard during practice on Friday. Pederson was unable to race the rest of the weekend because of the crash. To make matters worse for the team, Buddy Antunez crashed in both the 125cc and 250cc events on Friday. In spite of Antunez's third-place 125cc finish on Saturday, Palmer increased his points lead over Antunez by 30 points.

The crowd favorite for the weekend was, beyond a doubt, Mike Jones, who earned the majority of the cash on Friday night. Jones collected the SBS Dash For Cash winnings and the Jump-Off contest, as well as the 250cc main-event win.

"I missed the first five races in the series, so I know I'm way back on points,"

(Above) Jeff Willoh (48) and Cliff Palmer (3) race side by side during 250cc action at rounds 11 and 12 of the AMA/PJ1 National Arenacross. Palmer came away with the 250cc main-event win on Saturday, and Willoh won both 125cc mains.

(Below) Mike Jones (7), Greg Rand (27) and Buddy Antunez (1) lead the rest of the field into the first turn during the 250cc main event on Friday. Jones went on to win the race as well as the Dash For Cash and the Jump-Off on the same night. On Saturday, crashes kept Jones from repeating his 250cc win, but to no one's surprise, he still won the Jump-Off.



said the 32-year-old Jones. "I'm out here for the fans and to give them a good time in addition to having fun for myself."

A crash in practice on Saturday over the big Dunlop Catapult double saw Jones picking himself off the ground with a jammed thumb.

"I'm still going to give it my best shot," said Jones at the start of the evening on Saturday. "What have I got to lose?"

The injured Jones, however, still brought the crowd packing the coliseum to its feet on Saturday in the Jump-Off contest. A heated race in the SBS Dash For Cash saw Jones and Palmer connect in the final turn of the four-lap race. As a result, Jones took a soil sample and Palmer took the win, not to mention the cash. Jones came back in the 250cc main to lead the first 16 laps before Palmer took advantage of an open door to take the lead. Fellow Kawasaki rider Jones still settled for second.

FRIDAY

Willoh's strong performance in his 125cc heat race appeared to set the pace for the weekend as he led the field from start to finish. Repeating his performance in the 125cc main event, he had the fans cheering at his triple-jump feat, launching off the first rocker and landing smoothly three jumps later.

"The whoops were the only place to pass on this track," said Willoh, "but I knew I would gain time over the triple, so I just kept doing it."

Joining Willoh on the podium was his Tuf Racing/Thor/Honda/Pro Circuit/Parts Unlimited-backed teammate Jeremy Buehl.

"We did this in Jacksonville on Saturday night in the 250cc, only that time I won and Jeff finished second," offered Buehl. "I was right behind Jeff the first 11 laps, until I got caught up with lappers. He was awesome. I didn't want to ride over my head and lose my spot on the podium, so I just concentrated on staying up and keeping my position."

Kawasaki-mounted Greg Rand stayed in third the entire 16.

"About four laps from the end," said Rand, "I got caught up with a lapped rider, but I'm happy to still make the podium."

Jones owned the 250cc main event, grabbing the holeshot and making music through the whoops each lap.

"I just wanted to pull ahead and just concentrate on what was in front of me," said Jones from atop the podium. "I missed the first five events and just wanted everyone to know that I could still win."

Palmer suffered a bad start, finishing the first lap in sixth place. He wasted little time making his way through the pack, however, and midway through the third lap he was already threatening Antunez for the third spot. Palmer and Antunez launched off the big double side by side. When the duo landed, Palmer pushed Antunez into a hay bale to take over third. In the next lap, Palmer repeated his performance, making a pass on Rand to take over second.

Antunez crashed hard four laps later and saw stars before getting back into the race a lap down.

In the meantime, Willoh passed Antunez and raced strong into third place for the remainder of the race. At the checkers, it was Jones taking the top podium spot, followed by Palmer and Willoh.

SATURDAY

Willoh was a man on a mission during Saturday's 125cc main. Again he grabbed the holeshot and held the point

for the entire 16-lap race. Teammate Buehl gated second and held his position until lap 11, when Cliff Palmer stepped up to the plate and took the runner-up spot.

Palmer gated seventh off the start and definitely had his work cut out for him.

"I didn't get the start I wanted, and I knew that Jeff (Willoh) was one of the fastest riders out there," offered Palmer at the end of the race. "I knew that if I could catch up with him, I could run with him."

Palmer began to weave his way through the pack toward the leaders, taking over third by the midway point. It was two laps before he could get by Buehl, using the whoops as a weapon for second place. By that time, Willoh had already opened up a comfortable lead, and Palmer had to settle for second.

"I can't thank Sully with Pro Circuit enough," said Willoh. "He's been here all week with Jeremy and I, helping us set our bikes up, so I owe this win to him and Pro Circuit."



Antunez made a final showing in the last two laps, passing Buehl to grab the final podium position.

"I crashed in both races last night," commented Antunez. "I hit the ground pretty hard, and you can't win a race on the ground. I went to the chiropractor this afternoon and had him make a couple of adjustments to my neck. I made a couple of mistakes out there, but I had a pretty good race."

In spite of his get-off in practice earlier that afternoon, and a crash in the 125cc main, Jones appeared to be the strongest contender in the 250cc main event. Willoh took the holeshot and led into the whoops, but both Jones and Palmer blasted by him through the whoops.

Jones was magnificent out front, but Palmer was at his rear wheel through every turn. Jones would extend a bike length or two in the whoops; Palmer would make up for it in the brief straightaway. For 16 laps, the two KX pilots went head to head, leaving the other 13 competitors in the dust.

"Mike (Jones) was going good," said Palmer. "I didn't realize how fast we

(Right) Jeremy Buehl may not have posted the stellar results that teammate Jeff Willoh did, but the Honda pilot still turned in great rides. Buehl finished second in Friday's 125cc main and fourth in the 250cc main.

On Saturday, Buehl returned to post fourth in 125cc action and 11th on the 250. (Below) Buddy Antunez's best finish was a third in Saturday's 125cc premier race. The defending champion's uncharacteristically poor finishes in Fort Worth allowed Jeff Willoh to gain a lot of ground on Antunez's second-place points tally. Points leader Cliff Palmer also capitalized on Antunez's finishes, opening up a greater lead.



Once out front, Palmer began to quickly distance himself from Jones.

"I couldn't hang on for the whole 20 laps," said Jones from the podium. "I couldn't keep up with Cliff, so I just hung on to finish second."

Willoh rounded out the podium in third, adding more valuable points to his standings as the series heads to New York for the next round. **CN**

Will Rogers Coliseum Fort Worth, Texas Results: January 1-2, 1999 (Rounds 11 and 12 of 34)

Friday

125 PRO (15 riders, 16 laps): 1. Jeff Willoh (Hon); 2. Jeremy Buehl (Hon); 3. Greg Rand (Kaw); 4. Mike Jones (Kaw); 5. Charley Bogard (Suz); 6. Keith Johnson (Yam); 7. Cliff Palmer (Kaw); 8. Buddy Antunez (Suz); 9. Denny Stephenson (Hon); 10. Ty Wallace (Yam); 11. Brad Woolsey (Kaw); 12. Jim Chester (Suz); 13. Grayson Goodman (Hon); 14. Tom Hoffmaster (Suz); 15. Damien Plotts (KTM).

250 PRO (15 riders, 20 laps): 1. Mike Jones (Kaw); 2. Cliff Palmer (Kaw); 3. Jeff Willoh (Hon); 4. Jeremy Buehl (Hon); 5. Grayson Goodman (Hon); 6. Denny Stephenson (Hon); 7. Keith Johnson (Yam); 8. Ty Wallace (Yam); 9. Brad Woolsey (Kaw); 10. Jim Chester (Suz); 11. Greg Rand (Kaw); 12. Tom Hoffmaster (Suz); 13. Damien Plotts (KTM); 14. Buddy Antunez (Suz); 15. Travis Riley (Kaw).

DFC: 1. Mike Jones (Kaw); 2. Buddy Antunez (Suz); 3. Cliff Palmer (Kaw); 4. Greg Rand (Kaw).

JUMP-OFF: 1. Mike Jones (Kaw).

Saturday

125 PRO (15 riders, 16 laps): 1. Jeff Willoh (Hon); 2. Cliff Palmer (Kaw); 3. Buddy Antunez (Suz); 4. Jeremy Buehl (Hon); 5. Ty Wallace (Yam); 6. Greg Rand (Kaw); 7. Denny Stephenson (Hon); 8. Charley Bogard (Suz); 9. Mike Jones (Kaw); 10. Grayson Goodman (Hon); 11. Damien Plotts (KTM); 12. Tom Hoffmaster (Suz); 13. Brad Woolsey (Kaw); 14. Jim Chester (Suz); 15. Keith Johnson (Yam).

250 PRO (15 riders, 20 laps): 1. Cliff Palmer (Kaw); 2. Mike Jones (Kaw); 3. Jeff Willoh (Hon); 4. Buddy Antunez (Suz); 5. Ty Wallace (Yam); 6. Tom Hoffmaster (Suz); 7. Keith Johnson (Yam); 8. Denny Stephenson (Hon); 9. Jim Chester (Suz); 10. Brad Woolsey (Kaw); 11. Jeremy Buehl (Hon); 12. Jimmy Wilson (Yam); 13. Grayson Goodman (Hon); 14. Damien Plotts (KTM); 15. Greg Rand (Kaw).

DFC: 1. Cliff Palmer (Kaw); 2. Denny Stephenson (Hon); 3. Jeff Willoh (Hon); 4. Jeremy Buehl (Hon); 5. Mike Jones (Kaw).

JUMP-OFF: 1. Mike Jones (Kaw).

Upcoming Rounds:

Rounds 13-14 - Uniondale, New York, January 8-9
Rounds 15-16 - Hampton, Virginia, January 15-16

Briefly...

Fans got an added bonus on Friday and Saturday when several of the **top riders** on hand made appearances to sign **autographs** at the eighth annual Parts Unlimited Dallas/Fort Worth Motorcycle Expo. The Expo ran in conjunction with the Fort Worth round of the series, and more than 17,000 people attended the three-day gathering.

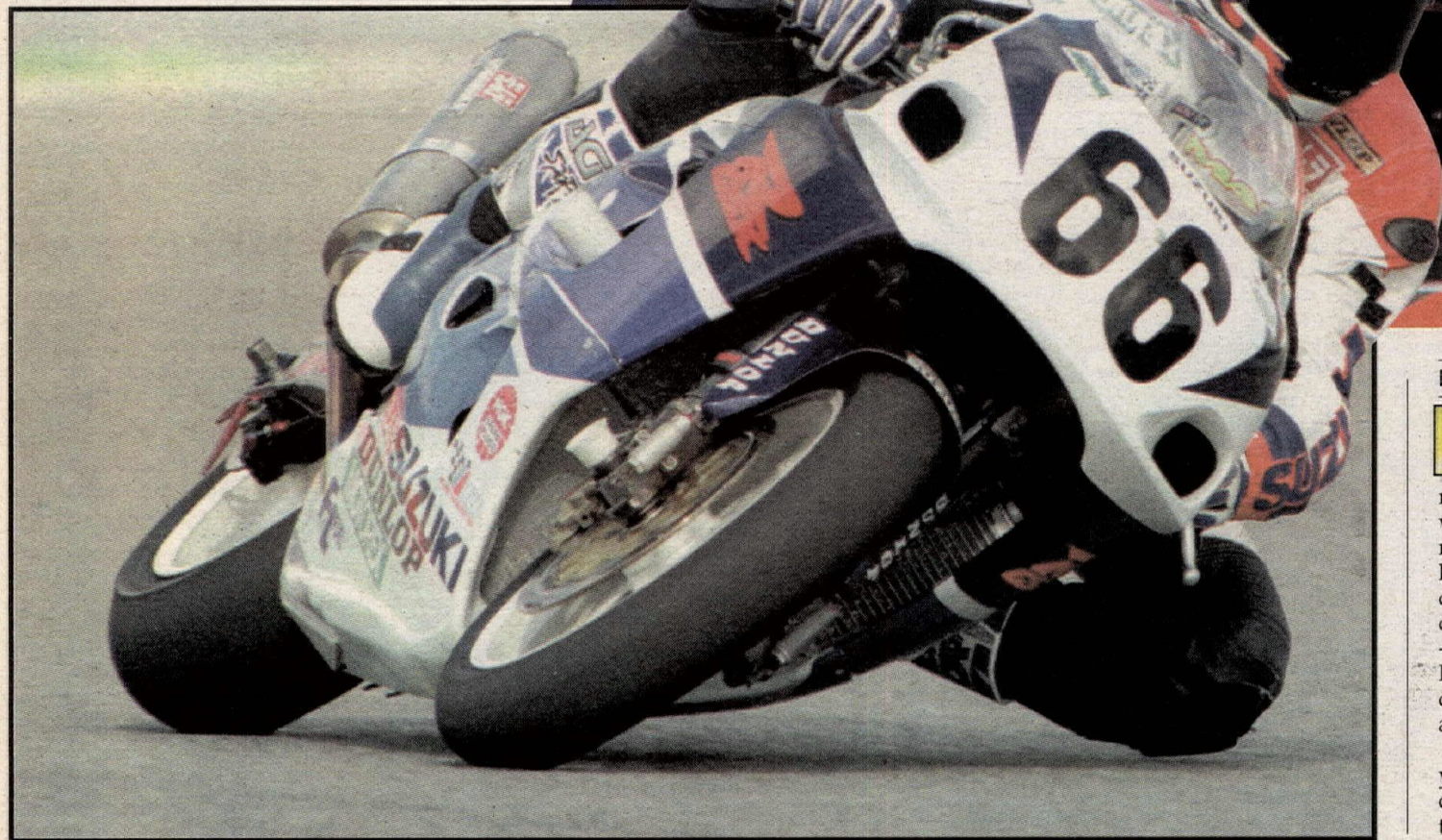
Chad Pederson suffered a crash in Friday's practice session, jamming the back of his knuckles. Pederson was unable to race throughout the weekend.

Pro Team Green-backed rookie **Ryan Wallace** broke two bones in his lower right leg during practice Friday afternoon. Wallace had surgery Saturday, having a rod and pins placed in his leg to correct the injury. He will sit out for six months.

Time

to

WIN



By Henny Ray Abrams

Look at Mat Mladin and you see the truth. Bare bones, stripped down, unadorned. There is no artifice, no earrings or tattoos. No color-of-the-week dyed hair. There is the somewhat menacing buzz cut, which he adopted long before it was fashionable. The demands of his chosen profession mandate that he be in top shape, which he is - not an ounce of fat on his 6-foot frame. It gives him an angular, efficient demeanor. The incipient crow's feet around his eyes belie his 26 years.

He has packed a lot into those 26 years: two titles in his native Australia, a disastrous 500cc GP ride with Cagiva at the age of 20, more time back home; and

for the past three years, he's been plying his trade in America. As with his appearance, there's no compromise in his assessment of his career. He knows he hasn't lived up to his own expectations. Some of the problems were his own, some were not.

Fourth in his AMA debut year in 1996, Mladin switched from the Yoshimura Suzuki team to Eraldo Ferracci's Ducati team the next year. In 1997, he won four races on the Fast By Ferracci Ducati, but he was let down in enough of the others, by both Michelin and Ferracci, that he finished third for the season. The 1998 season was spent in an uphill fight against a lack of power on the Yoshimura Suzuki, a situation plain to the naked eye but frustrating nonetheless. He earned seven pole positions, from which he takes little solace, but only one win - in the final race of the year in Las Vegas. The race at Loudon should have been his, but a valve failure while he was at the front took him out. The valve problem was the handiwork of an overzealous tuner - no longer with the team - who leaned on the engine a little too hard. Had Mladin won there, he would've been right in the thick of the championship hunt. As it was, he finished third.

At the annual winter Dunlop Daytona tire tests, *Cycle News* asked the superbike riders for their list of the top 10 riders at the end of the 1999 season. (The results will be published in advance of the Daytona 200.) Predictably, most of the riders voted for themselves to win the title. Most of those who didn't picked Mladin.

The reasons are clear: He knows the limits of aggression and rides within them. He doesn't take senseless risks. His work ethic is unquestioned and it allows him to make the equipment look better than it is, without being abusive. Fitness simply isn't an issue. Gravity is not an enemy: He doesn't crash. The significant chink in the armor is his team.

In the Superbike class, the Yoshimura Suzuki team has experienced little but frustration since winning the title with Jamie James way back in 1989. It's not major failures but nagging problems that have held them back, which is why Mladin has his team within a team, run by fellow Aussie Reg O'Rourke. Even so, the team is spread thin, supporting four riders on both GSX-R750 superbikes, as well as GSX-R600s. Mladin doesn't like it, as you'll read, but he knows that he's unquestionably their best shot, and he will make the most of it. If he comes up short, so be it, but it won't be for lack of effort.

Q Let's start with your decision to stay with Suzuki for the next three years. Why?

A Because I have no ambitions to go to World Superbike anymore. I couldn't be bothered with the hassle, I couldn't be bothered with the politics, and I couldn't be bothered with putting up with a lot of the decisions that get made over there. And, frankly, they're not looking for new riders, they're just regurgitating the old ones - even though they're slow, most of them. A few of them are fast, very fast. It's obvious to see every weekend who's up there. But there's a lot of factory bikes over there, and a lot of them are finishing a minute and a half behind the ones that are winning, and I know that the bike's not that bad to be finishing that far back. But every year they just keep turning riders over and turning riders over. It's like, well, obviously they're not looking. And, you know, I've done nothing exceptional in like two or three years over here; I've won a few races, blah,

blah, blah. Other people have spoken about this, I've spoken to other riders who've said they haven't ever even had a bite, haven't had someone say, "What're you doing next year?" And I'm in the same boat. Even Suzuki - what are they doing next year? They got two new riders this year and they didn't even say, "Do you want to have a test on the World Superbike?" It's sort of strange, I think, anyway. So Suzuki came up with this deal for me and said we want to give you another two years, and I looked over the deal and said, "I'm happy living in the States - a lot happier than I'd ever been in Europe." I enjoy living here; it's good fun. My wife enjoys living here and we're happy, so I did the deal. They paid me right - I did the deal.

Q Did you ask for anything different than what you'd asked for in previous contracts?

A No, nothing in particular. I asked for a few things to be done to the bike and sort of asked for a few promises of things we need to try to develop with the bike, and they said, "Yeah," and we're in the process of doing that for next year. And it looks like we should have something done for the Daytona race; what that is, I'm not going to say. Yeah, they're trying very hard. I'm a little bit disappointed that we've still got four riders on the team. But that's Suzuki's policy; that's how they want to run it. There's nothing I can do about that. I still believe they should be concentrating on a couple of riders. Moreover, they should be concentrating on one rider and having another rider there as a backup. Personally, if you're going to do it right, I don't think you need two number-one riders in the race team. I think you need a number-one rider and another guy there that can give good for the product. A young guy, or something, to teach a bit of stuff to. They don't mind spending a lot of money and running four riders - good luck to them. I'd like to see a two-rider team, scale it down a little bit, and focus a bit more on a smaller team.

Q Will your team within the team be different than it was this year?

A No, not necessarily. It'll be the same. If we get anything from Suzuki, from Japan, that we only get one

of, and it seems to work, then I'll get it. Because, obviously, Suzuki thinks that I'm their best chance for next year for the championship. So if we get anything better, then they're going to give it to me first. And if I'm doing terribly, and someone else is beating me out of this team, obviously they'd look at the championship.

Q Did you have any other offers for the coming years?

A I spoke to a couple of race teams. I was with Suzuki for next year anyway. I had a two-year deal anyway. But, yeah, I had people talking this year about after that, after the '99 season. It's a challenge for me, and I need to have a challenge to enjoy this - you know what I mean. Obviously, Suzuki (has been) struggling for the last I-don't-know-how-many years to be really consistent. And this year, I think, without a couple of the problems we had, we were consistently really good - given that Anthony (Gobert) and Miguel (DuHamel) were out for a lot of races. We were consistent, we did what we wanted to do. I'm happy with what Suzuki has done. Like I said, they looked after me financially as well, so I would've been stupid not to take the deal.

Q What about the 600cc Supersport class? Did Suzuki insist on it?

A No, they didn't insist on it. I personally think that it's going to help me with the superbike stuff by riding the 600. Things like midcorner speed and just being in with the 600 guys and banging it up a little bit. Obviously, to ride a production bike fast, you've got to keep good corner speed up, because you can't afford to have that thing slowing down. It's one thing I suffer from a little bit. My midcorner speed is not the best. It's a little better than what it used to be, but it's not the best.

Q Do you expect Suzuki's 600 to be competitive with the new Hondas and Yamahas?

A I think so. It's the same deal. Every year there's a new bike and it's going to do this, it's going to do that. And they never seem to turn out quite as good as everyone is saying they're going to be. And from what I've seen over the last couple of days here, the Honda and Yamaha guys aren't doing anything majorly spectacular. They're

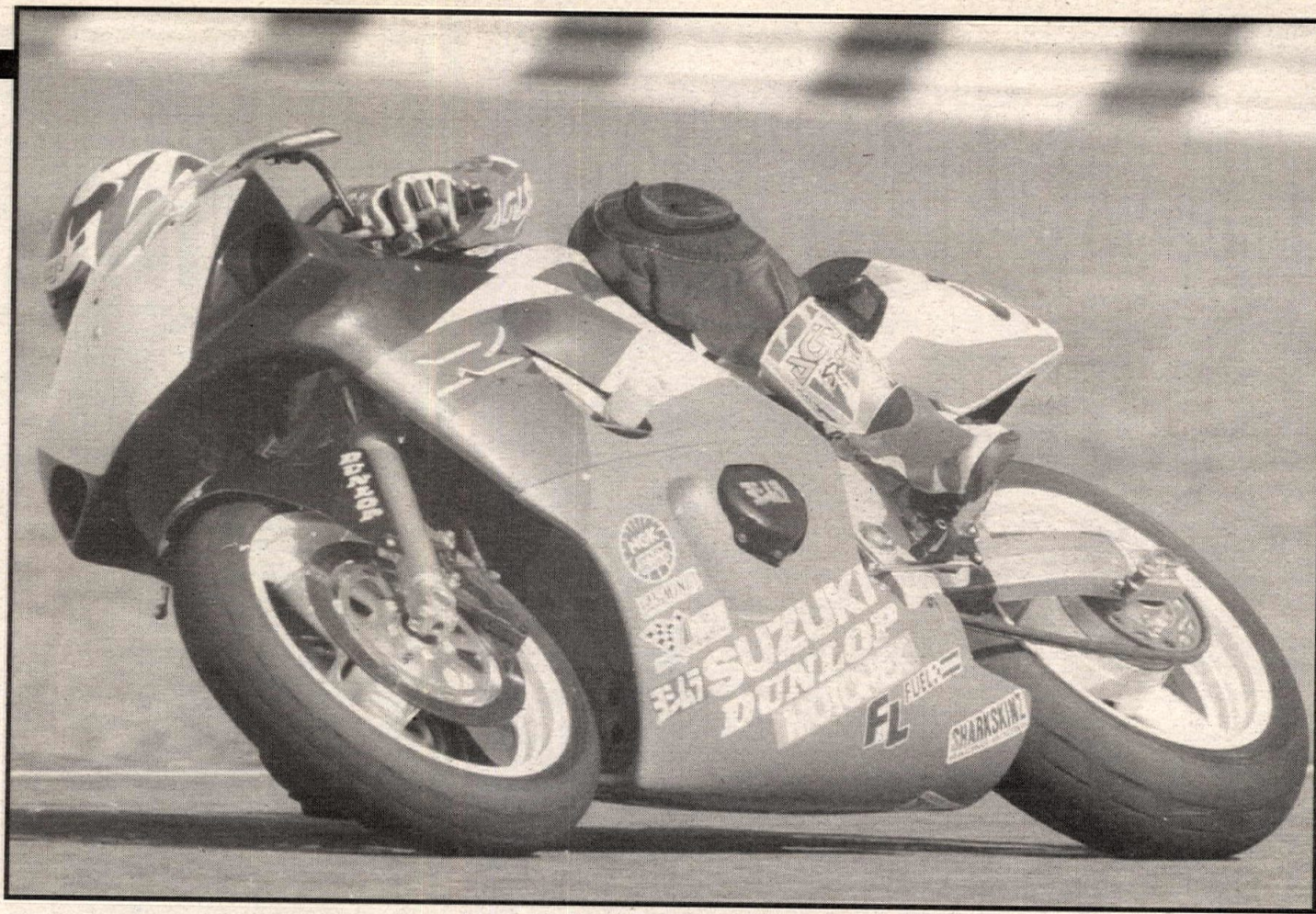
not like a second a lap under the lap record or anything. We're figuring they're not going to be quite as quick as what... I'm sure that Honda and Yamaha are smart enough to know that they're not going to go out and knock a second off the 600 record with a new bike. It's not going to happen. It's the same thing. It's going to be competitive. You've still got a lot of race tracks where speed doesn't come into play, and we think we can be competitive on those tracks.

Q When this contract is finished, will you be finished at that point?

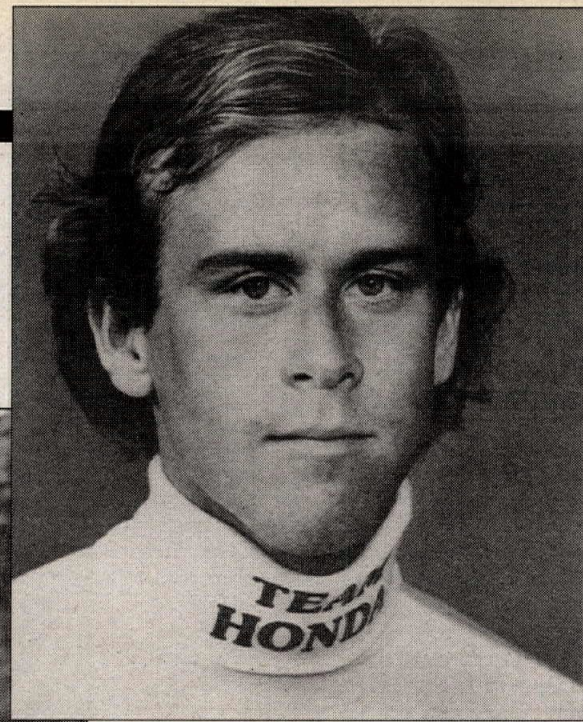
A I'll only be 29. I don't know; if I'm fast enough, I might want to keep going. By the looks of things, there's no major-league talent that's going to come up and take all the seats away from us. There's a couple of the Hayden kids and a couple of the young guys coming up. There's a lot more than two or three seats in the superbike. A few of the guys are getting older, too, so they're not going to be around in three years. Probably Doug (Chandler) and maybe Miguel (DuHamel) in three years I'm sure will be thinking about (quitting). Obviously, Scott Russell's not going to be here. You don't know what's going to happen. That's another thing: Suzuki looked after me financially and if I wanted to retire in three years, I can. It took a big commitment from me to do that deal with them, to get me to do that deal. It was a big commitment for me to make up my mind what I'm doing two years from now. We came to an agreement, and I'm happy with it.

Q During the year you had seven pole positions, but it only translated to one race win. What's going to turn those seven poles into wins next year? Is it something the team's going to do, or is it something you're going to do?

A There's nothing I can do, because, as far as I'm concerned, and I'm comfortable in my own mind, I did everything I could do in those races to win. I did everything I could do. A couple of races, I had a couple of poor results, like in Atlanta. It was the same old deal: We tried something to try and help us in the race. We didn't qualify that well in



THE GREATEST SHOW ON EARTH



By Eric Johnson

From the carnage - and take-out moves - of the 1984 season, Jeff Ward and Johnny O'Mara had developed a bitter dislike for one another. In fact, to this day, many insiders still speak of the animosity that surrounded the two 125cc icons. However, today, after the boots have been hung up and with the war now nothing but a vivid memory, O'Mara has a deep respect for his old rival.

"Back then, I hated him," he admits. "I can say that now. It all came from how bad I wanted to win. We had no relationship. I guess that happens when two people want something that bad. It was so competitive that even our two mechanics would go at it! It seemed like Ward and I were going 1-2 in every single moto, and there were times when I took him out. At the last National of the year at Washougal, he waved me by on purpose and I got so mad at him that I went over the berm and took his front wheel out on purpose. I can talk about

that now. Now we're the best of friends and real close. I guess we're both a lot alike. When I think back about it, I had a lot of sleepless nights because of that guy - but I love him."

Ironically, the two riders would join David Bailey and Rick Johnson on the 1984 Motocross and Trophee des Nations team that was sent out to compete in Scandinavia.

"The 1984 Motocross and Trophee des Nations in Finland and Sweden were close, as both races went down to the wire," says O'Mara. "The first race in particular, at Vantaa, Finland, came down to the last few laps, and we barely won that thing. But like every other year, we were always in the hunt and we got it done. Even today, I find it amazing at how well we did over there."

In 1985, O'Mara was bumped up to the 250cc class, where, despite winning the Binghamton and Washougal Nationals, he again placed second to Jeff Ward. However, the year wasn't a complete disappointment - by his standards, any-

way - as he won the Unadilla 250cc U.S. GP.

"I loved winning Unadilla," beams O'Mara. "I really loved the European stuff, and I think that came from being a part of the first winning Motocross des Nations team. I had a lot of close friends from Europe, and I enjoyed racing against them."

The year 1986 would prove to be a cataclysmic one in the career of Johnny O'Mara. That winter, Rick Johnson, after a few troubled years as a Yamaha factory rider, was invited to become a member of the now powerful Team Honda. What resulted from his signing was a paradigm shift within the team, as almost immediately an entirely different atmosphere settled over the Honda camp. And while it was never said aloud by anyone involved with the team, the action was seemingly done by insidious design.

"The team changed," says Dave Arnold. "When Johnny and David won titles, Roger (DeCoster) and I still felt insecure. Their relationship was too

close, and we had Rick Johnson coming up. At that time, Roger and I felt that those two just weren't gritty enough. Their philosophy was that a rider needed to be consistent to win titles and that he couldn't dominate. But once we started to win as a team, Roger and I wanted to dominate. We both saw R.J. as a hungry dog that wanted to get everyone that was in front of him. We had watched him struggle on the Yamaha and knew that if he was on a Honda, the party would be over. We both thought that the team needed that, and it was then that the innocence of the team was lost. All of a sudden we had conflict in the team, and R.J. came in and challenged the existence of Bailey and O'Mara. Look at that first race at Anaheim in 1986, where Bailey and Johnson went at it. The style of the whole team had changed."

Initially, David Bailey saw the addition of the El Cajon, California, native as a good thing for him and his soul brother O'Mara. However, they would soon find out that the Team Honda bunker wasn't big enough for the three of them.

"When Rick first signed, I was like, 'Okay, cool,'" says Bailey. "At that time, I didn't like him on the track, because he would run over your feet and you could never get rid of him. But I was happy he was on the team and I remember thinking, 'Now we'll have a monopoly.' When he first came to the team, he came up and hung out with us and we went out and shopped and trained. He was hangin' off the back when we trained, though, and we would always have to slow down for him. But then, the week before Anaheim in 1986, Brian Lunniss (Johnson's mechanic) and Rick completely divorced themselves from us. Rick was one way one day, and another the next. It then became every man for himself in the team. Whatever happened, it worked. It was kind of a bummer to see the team lose the comfort and trust, but the tension made us all faster."

The year 1986 started off on a bad note for O'Mara. After hurting his knee at a Golden State Series race, he never found the speed required to get him into the winner's circle. He placed third to Johnson and Bailey in both the AMA 250cc National Championship and Supercross Series, and fifth overall in the 500cc National Championship. While these were wonderful scores by the standards of virtually every other rider in the world at the time, they weren't exactly what O'Mara was looking for.

"In 1986, I had a number of body problems," says O'Mara. "I hurt my knee at a California Winter Series race at Gorman, where I tore some ligaments. That injury would hinder the rest of my career, because I had to change my riding style to compensate for it. The knee

was a problem the entire year, and I had it scoped three times that season. I still did relatively well, and I think that was from being in such good shape and having a never-say-die attitude. I hung in there and it wasn't a bad season; I still could have won."

Sensing that something was amiss at Honda, a few key players at Team Suzuki - who were in dire need of a championship-caliber rider of O'Mara's stature - quietly approached him. Aware that things might never be the same at Honda, O'Mara secretly signed on the dotted line for the 1987 season. But before announcing the move to the worldwide racing community, there was one more thing he had to take care of: the 1986 Motocross des Nations in Maggiora, Italy.

"It was kind of interesting how that whole thing came up," explains O'Mara. "Micky Dymond was the 125cc National Champion that year. He was one of my Honda teammates and had an awesome season. When the talk started up as to who was going to the Motocross des Nations, my name came up - and it wasn't me throwing it in. Roger DeCoster was involved in the team, and he knew I had been on the winning team a number of times. When I was picked, I felt bummed for Micky, but I felt like I belonged there. I was revved up to go, because I had some problems with Honda that year and had become the low man on the totem pole. I knew the team was going to downscale, so I had signed a contract to go to Suzuki. Roger didn't know about it, and I wasn't about to take less money to ride a Honda in 1987."

DeCoster, the crafty old veteran, knew that O'Mara had gone through a rough year and was eager to end it on a good note; hence his decision to send in the O'Show, who had helped America win the des Nations on three previous occasions.

"We knew Johnny wasn't going to be with Honda the next year," admits DeCoster. "I still had interest in doing something with him the next year, but it was a tough situation because the people I had to answer to couldn't make it happen. When the Maggiora Motocross des Nations came up, I gave him a chance to show what he could do on the 125."

The night before the race, O'Mara broke the news to his closest friend, Bailey, who was left reeling after being brought up to speed on his pal's actions.

"I had an awful night before the race," he says. "We were hanging out after one of our good fire-extinguisher fights, and Johnny told me he had signed with Suzuki. That just deflated me - I was so bummed, because back then it was like signing a contract with Hodaka. I then realized that I was going to be on my own, and I knew that this was it. That night he told me, 'Tomorrow, I'm not going to let off.' He knew it was his last ride for Honda, and he wanted to show them that they'd made a mistake. There was a lot of emotion, and it showed."

That Sunday, O'Mara put in arguably one of the greatest rides in the 52-year history of organized professional motocross. Aboard a factory Honda for the last time, the O'Show put his head down and proceeded to trounce not only the world's best 125cc riders but, with the exception of his teammates Bailey and Johnson, every other rider on the track. And for years to come, people will talk about how, in the second moto, he passed every single 500cc rider, including then World Champion David Thorpe. The 40,000 crazed Italian fans

that clung to the green hills that sunny afternoon, who were keenly aware that history was being made right before their eyes, went completely berserk watching his performance.

"The bike was just unreal there," says O'Mara after a pause to reflect on that epic day. "That track at Maggiora was so perfect for me. I think it was the strongest performance of my career. I remember the whole race so clearly because I went there with a lot of stuff built up inside me and I was revved up to ride the 125 again. That was my deal, and I showed the world. That race proved it, and people will still be talking about it 10 years from now. I was so strong that I never even saw anyone on a 125. I was racing with Rick Johnson, David Bailey, David Thorpe and Georges Jobe. You know, a lot of people said I ruined David Thorpe that day, but I didn't intend (to do) that; he was just another rider on the track. We could do nothing wrong that day."

Bailey, who was aware of all the politics and emotions involved, watched the whole beautiful drama unfold.

"When his second moto was over," Bailey recalls, "his visor was cracked and his helmet was all pitted up with dings like a speedway racer because he had been roosted with rocks by the 500cc riders, but he just didn't care. I waited for him at the trophy presentation after the moto, and he just hung on me because he was so spent. It was so cool. I remember thinking, 'This is it; the next time I race against him, he'll be in yellow.' In the last moto, I wanted to ruin Rick just for Johnny - it had all built up big for me by then."

It has probably become apparent by now that Johnny O'Mara and David Bailey shared a very close relationship with one another. And the time has now come in this story to bring it all to light. Truth be told, both riders, while from completely different backgrounds, shared two things while growing up: One, they both loved motocross dearly, and two, they both had experienced rough-and-tumble family lives. Seemingly drawn to one another by fate and circumstance, the two, through their experiences at Team Honda, would ultimately become the best of friends.

"I first met David Bailey in 1981 at the Florida Winter Series," recalls O'Mara of their initial meeting. "He was riding a Kawasaki and really stood out because he rode so well. I knew of him and I had to go talk to him because he was riding with number 42. I needed a number four for my bike, so I asked him if he had another number four. He did, and we were friends from that meeting immediately. We started hanging out and training a lot."

Bailey recalls the time the two first exchanged words with one another.

"I was a spaz at first in my professional racing career," Bailey says, "and to me, Johnny was nothing but style, and that's what I was all about. If you didn't have style, why bother doing it? When he came over to me that day at the Florida Winter Series, I was nervous. He had a smirk on his face because I think he was embarrassed that here he was, factory Honda, and they didn't have a number four for his bike. I was number 45 at the time, so I gave him one. There was no conversation, but I could tell right away that there was something there."

"In 1982, I signed to Honda and bam! we were friends," Bailey continues. "I was pretty intimidated at first to be on the team, because at that time I had (Chuck) Sun's jersey and autograph and (Darrell) Shultz's jersey and autograph -

and I wanted Johnny's, but I didn't know how to ask. I was kind of shy around him at first, but I saw how goofy he was and we had a lot of respect for each other, so we got along immediately."

Physical training was an element of Johnny O'Mara's career that, through constant learning and strenuous activity, he came to know as a way of life. First introduced to the wonders it could work on his race program a few years earlier, O'Mara is cited by many motocross insiders as the sport's first true training pioneer.

"I had been to the (Indian) Dunes and knew all about him, but I don't think anyone south of the Valley had," says Jeff Montgomery of Champion Nutrition, a longtime friend of O'Mara who helped him get his head wrapped around training. "I was really into running then, and I started bugging him about running. In fact, I remember him asking me, 'How can I include running in my racing?'"

"He got into running and we started training together," says Montgomery. "We'd run for hours and also do his infamous Suicide Hill run. But when we did it, we had to do it at midday in 104-degree heat. This was all going on before he became friends with David Bailey. In 1982 and 1983, he started doing triathlons. Then, in 1984, he dove headfirst into bicycles. I remember him saying, 'I've got to get a bike.' So we went down to Simi Valley Schwinn and he bought a bike - I remember it was a Schwinn Paramount, and he paid \$549 for it - and he learned more in six months than most guys do in a year. From there he was training intensely, because in 1984 Ward beat him for the 125cc National Championship and he vowed that fitness would never be an issue again."

And it wasn't. O'Mara took it all to heart, and with the support of friends such as Bailey, Montgomery and Honda trainer Jeff Spencer - who played a huge role in Honda's success during the 1980s - O'Mara set about raising the bar higher than it had ever been before.

"You name it and we did it," says O'Mara of the much-talked-about O'Mara/Bailey training regimen. "Running and cycling - we did so much stuff, it was amazing. We would train from sunup to sundown and train ourselves into the ground. We loved it. In fact, I remember I had this condominium in Simi Valley, and 1 1/2 miles down the street was a three-par golf course. After training, we would run down there with a nine iron, putter and balls and a few dollars. We were so fanatical with our training that we would run from hole to hole, and do 100 push-ups at each hole. We would also never use escalators or elevators. To this day, I still only take the stairs. We also had a thing called the Suicide Run. It's hard to explain, but it was by the big ranch I lived on in Simi, and we had this run that went through the hills, and we would run in 110-degree heat. We would just die during that thing. David did it every day and for every race. He felt he had to do it or he wouldn't win that weekend. It was funny, because I had more speed than him and I'd hurt him on purpose and push him real hard. Those were the best times of my life. That was the fun part: riding and racing. At the same time, I had gotten heavily involved in other sports. There were guys like Scott Tinley and John Tomac that did endurance sports, and I couldn't believe what they did. They took their training way above what I did, and it encouraged me to take my training to another level. One time,

in 1986, I took the red-eye flight home from the Daytona Supercross and flew all night to get home in time to run the Los Angeles Marathon. I then ran a sub-three-hour marathon at 2:54 and finished 200th out of 15,000 runners. I also did numerous 10Ks that year. David and I were also doing triathlons. God, I was trying to fit in as much as I could. Another time, I was going to ride the CMC Trans-Cal event at Adelanto, which was the week before the Maggiora Motocross des Nations. So I decided to ride my bicycle from Simi Valley to Adelanto. It was 107 miles and I crossed part of the Mojave Desert. I did a bunch of sick things then, but people didn't realize I did it to challenge myself and push my body."

O'Mara's competitors certainly took notice of his training antics. Watching him push his body to remarkable levels of endurance, many of them were left scratching their heads.

Six-time AMA National Motocross champion and Motocross des Nations hero Broc Glover says, "I remember one year at Gainesville, there would be a practice session on press day that all of us would use to shake out the bikes and get used to the outdoor tracks after running supercross during the early part of the season. Jim Felt had Johnny riding a CR practice bike, and he ran tanks and tanks of gas through it. Most of us would run a tank of gas through our bikes, but Johnny would run three tanks to top me and everyone else. He would ride all day. A lot of guys would be like, 'Man, Johnny is working so hard!' But at times, I would wonder why he would overdo it like that."

"Down the road," Ward says, "Johnny got his motivation from running miles and doing triathlons. It seemed like his motivation didn't come from beating someone, but from trying to beat his time in marathons, or to get miles for his running program. All that started to take his focus away from motocross. He was more into getting miles so he could run a two-hour-and-45-minute marathon. I couldn't imagine doing anything else but what it took to win in motocross."

Nonetheless, O'Mara and Bailey kept at it and made training a ritual during their successful run as teammates at Honda. However, after Maggiora, it would all change - forever. On a blustery winter day in central California, David Bailey was badly injured during a practice session at a Golden State Series race. As he had been acclaimed by all as the world's smoothest and most technically brilliant rider, Bailey's accident - which left him a paraplegic - left the sport reeling. And more so than virtually anyone else, O'Mara was left feeling lost.

"It was at Lake Huron," says O'Mara, obviously still haunted by the event. "Jim Felt was the first one to him. I knew it was bad right away. It was so hard to deal with that. To this day, it's hard for me to think about what happened. That day, it made me sick to my stomach to ride the bike, and it took me a long time to get back out there and ride at my same level."

After a long pause, O'Mara continues: "You know, I never got back. David's accident was always at the back of my mind, and I never wanted to get hurt like that. I raced for four or five years after that, but it was the hardest thing to go through, because we were so close. He was a part of me, like a brother, and I kept thinking, 'How can he get hurt?' He was the smoothest rider in the world, and there was no way to explain it."

For Bailey and O'Mara, that day -

and the events leading up to it - was a defining moment in their friendship - and not necessarily a "happily ever after" one.

"There was a funk that day - and I can't even define what the word 'funk' is, but I don't know any other word for it," says Bailey in a hushed tone. "Heading out to that race and me thinking about him being on a Suzuki was so strange. There was something in the air going into that race, and seeing Johnny in another pit before we went out for practice was so weird. During practice, I tried to jump something and I didn't make it and I wound up on the ground with a bunch of people surrounding me. At one point, everything pulled clear and I can clearly remember Johnny and Jeff Ward sitting on their motorcycles and looking at me from a distance, like, 'Something is screwed up here.' Johnny in particular was looking at me like, 'What's taking you so long to get up?'"

"While I was laying there, I was thinking, 'I hope this doesn't mess him up.' From Hansen to Magoo to Al Baker, with all these people Johnny had been close with, something had gone wrong. And even though we all knew none of it was his fault, it really hurt him badly. From all that he and I had been through, and from being such good friends, I didn't want to be responsible for taking another part of the guy."

Roger DeCoster was also aware of the harsh reality of the situation. Certainly no stranger to having things go wrong during his legendary career, this time he, too, was left wavering.

"It was a big thing for Johnny, and it hit him really hard," DeCoster says. "If I had been a rider at the time, it would have hit me hard as well. I was disgusted with it. After it happened, I thought to myself, 'What a stupid job I'm doing. I'm doing everything I can to motivate these kids to go faster, and the nicest kid gets hurt. It was such a bad feeling. I think Johnny was hurt by it more than anyone because he and David were so close - close like brothers.'"

Long after David's catastrophic accident, things were never quite the same between the two.

"That was another funk," says Bailey. "Johnny just couldn't relate. I think he was like, 'I'm doing this, and he's doing that.' It was never the same after that. Whenever I went to a race, I felt very self-conscious, and I would see Johnny O'Mara, and he would come over and say, 'Hi, Dave,' and try to be nice, but I could feel that something was wrong, and I just hated it. The whole thing was killing both of us."

Now, nearly 12 years after it all went wrong, O'Mara says, "It was real hard for me to see David and Magoo Chandler get hurt. I had been through a lot, seeing teammates and friends get injured, and then a year later Al Baker passed away. It left me with this huge scar that I had to deal with. All that toughened me up and made me realize how delicate the world is. I had no feelings because I went through so much and I just kept doing the only thing I knew how to: ride motorcycles and train."

While a lot of water has passed beneath the bridge, O'Mara still has very dear feelings for his friend and former comrade in arms.

"We were so tight and always super-close. We don't spend as much time together now, but I have always considered him my best friend. He's special to me."

After three relatively uneventful years with Suzuki, O'Mara entered the twilight of his great career. Still not able

to walk away from the sport he loved, O'Mara found help from a person that, only a few years back, he had disliked more than anyone else on the face of the earth: Jeff Ward.

"In 1990, Johnny left Suzuki, and at the time I was doing all the testing on the 250, the 500 and the supercross bike," says Ward. "I was getting pretty burned out by it all, so I went to Roy (Turner, Kawasaki's race-team manager) and talked to him about it. Later, he was in a meeting with one of the main Japanese guys and said that Johnny would be good for the team because he can ride all day long and help set up the bikes and still be a contender for championships. They agreed and hired him."

"I knew I had a few years left in me and I wanted to walk away from the sport on a high note," says O'Mara. "I still wanted to be a part of it and be on the podium. I knew that would be enough for me to hold my head up. Suzuki was a big challenge and everybody knew that. I felt that I had a lot of knowledge about the motorcycles, and Jim Felt and I came over and helped their program out a lot. We developed the bike and got it to a good level. I then spent the last few years on Kawasakis. I went to Kawasaki, and that brought a lot of fun back into it. I got really involved in testing and developing the Kawasakis, and I knew I was good at setting the bikes up. I didn't need the money, but I wanted to be a part of something. I had a lot of fun. Chicken (Jeff Matiasovich) and Wardy were on top of their game then, and they would say things like, 'We'll run what Johnny likes.' They liked what I picked out for them and I was still involved."

O'Mara worked with Kawasaki for the entire season before moving on to another discipline of two-wheel competition that had always intrigued him: mountain-biking.

"During the last two or three years of my career, I got into some other forms of athletics such as cycling, triathlons, marathons and mountain-biking. While I was racing, I became friends with John Parker of Yeti bicycles. He once told me that the day I retired from motocross, if I wanted it, I had a ride to ride in the mountain-bike national series. I took him up on it and raced as an Expert-class (rider), which was one level below the professional level. I had a lot of success and won half of the nationals that I entered and was the National Champion in my first year, which was a huge accomplishment. The next year, I moved up to the professional class and wasn't producing like I was before. I got frustrated because I wasn't getting the results I wanted, and I always had what I wanted in my career. I panicked a little bit, and at the same time Honda of Troy and I came up with the idea to ride the AMA 125cc Nationals. I jumped right into it and thought I could ride with them after three or four months of training."

While mountain-biking fulfilled O'Mara's competitive urge, it just couldn't match the high-speed, premix-fueled world of motocross - and so, in an effort to rekindle the magic one more time, O'Mara and Honda of Troy overlord Phil Alderton, who was putting together an impressive support team at the time, concocted a clever scheme.

"He got my number from Jim Hale at Axo and called me up," says Alderton in regard to the proposed O'Show comeback. "We met in 1993 and I decided to sponsor him during his 125cc comeback. He hurt his heel real bad in a practice crash, where he broke the heel of his



foot into a million pieces. Johnny tried to come back, but physically he wasn't able to. We were very bummed, because before that, he was really riding good. When he was finally able to ride again, he was only at about 60 percent because the foot was so tender. We were really disappointed, because he could have been a serious contender. We both had high expectations that year, and Johnny was such a hero, but it just didn't work out. However, one thing I am happy about is that today we are very good friends."

Regarding the ill-fated effort that ended in tears on a hot and humid day in Michigan, O'Mara says, "One day while practicing, I ran out of gas on a triple jump, came up short and shattered my heel. From that, even though I tried, there was no way I could come back. I went to two nationals, and at Buchanan, Michigan, I rode practice, pulled in and said, 'I can't do it.' I didn't even go to the starting line. I knew then, at Buchanan, that I couldn't fool myself. I was in tears and I took it personally. It took a great commitment to come back to the sport, and I really wanted to do it. But when I said I was done, my emotions were really running wild."

While his on-track days were done, O'Mara found his way back into the sport in another "fashion." Well-regarded among his peers, O'Mara crossed paths with a sponsor he had helped put on the motocross map back in the early 1980s: Oakley.

"Louis Wellen of Oakley, who took care of me while I was racing, told me that he didn't want to do motocross anymore. He said to me, 'Johnny, you do it.' I didn't know what to say, because I had never had a real job before. I went home and thought about it and the next day I told them, 'I'm going to do it!' They made the calls and I was in at Oakley. I really like Oakley, and I'm now on my third year there. It's been a whole new road, and I've learned a lot. I don't know how long I'll continue to do it, but I'm still an Oakley employee. Jim Jannard is still a big

motocross fan, and he loves Ricky (Carmichael). At the recent launch Oakley had to introduce their new shoe, he and R.C. talked for a long time, and it's apparent that motocross is still his first love. That's where he started, and he never forgot his roots."

Through Oakley, O'Mara came into contact with minicycle phenomenon Ricky Carmichael, who was at that point on the brink of entering the AMA professional ranks.

"I first heard of R.C. when he was tearing up the amateur ranks," says O'Mara. "I had heard his name for a number of years, but I didn't meet him until I took the Oakley job. He was already an Oakley-sponsored athlete, and he and I hit it off right away - we were instant buddies. We've had a good time, and I've watched him grow as a rider to where now he is unbelievable. But him being so successful isn't a surprise to me. He was born to be a motorcycle racer, and his winning is just part of it."

Somehow, O'Mara has managed to come full circle. From hot up-and-comer to National Champion, the battle-hardened old pro now works closely with 125cc supertalent Carmichael in an effort to optimize the young Seminole's remarkable talent. And what does the current AMA 125cc National Champion think of his tutor?

"Louis Wellen of Oakley introduced him to me at the Orlando Supercross in 1996," says Carmichael. "I knew who he was and I thought he was real cool. Johnny was working with Oakley and I was an Oakley rider, so we just started talking about things and got to become good friends. Johnny really helped me when I moved into the pro ranks. He gave me a lot of pointers and tips, and that really helped me a lot coming out of the amateur ranks. I really admire his discipline more than anything. He doesn't hound me too much. We're more friends than anything. He's also my trainer, but he doesn't push me too hard, although sometimes he bugs me to keep pushing. We have a lot of fun together."

Not surprisingly, O'Mara isn't very impressed by the training regimen of today's current crop of stars. As they are seemingly more interested in video premieres and the flash-and-glam world of supercross, the former training "animal" believes there is a lot of room for improvement as far as sweat and desire is concerned.

"I don't think they work as hard as David and I did," he says. "These riders should learn from what I did. That's what I had to do when I turned professional. All of us were totally dedicated, and there was nothing else but motocross and winning. We were hardcore guys, and I think there are a few guys that train hard now, but not at the level all of us did. These guys today are phenomenal riders and have pushed the sport to another level, but back then we were riding 45-minute motos and it was always a struggle. R.C. will set the new tempo, and until every one else matches what he is doing, he will keep dominating. Ezra Lusk also busts his butt. Those two in particular - and maybe Kevin Windham, though I'm not sure about his work ethic yet - are going to be great riders if they keep working."

Montgomery, who watched O'Mara rise from humble beginnings to become one of the world's best-conditioned athletes, says, "Without a doubt, Johnny is the most competitive person I've ever been around. I've been around Dave Scott, Lance Armstrong and Greg LeMond, and no one took a loss or trained harder than O'Mara. Johnny's training was so much greater than the guys' today. For Johnny, it all came back to commitment, perseverance, preparation and pure desire, because he came from nothing. When he was a kid, he couldn't even buy a Slurpee because he was always so broke. No factory rider since him has come from being a teenager with no money in his pocket to become a champion. He had to win. There was no question about that from the time he was 16 years old. No one has ever gone that fast and come from so little."

Today, O'Mara has settled into a more comfortable lifestyle and lives in Southern California, where he is a happily married man.

"I've been married to Gina for two years," he says. "I met her through a mutual friend in 1991, the first year after I retired, and it's going real well."

Today, when Johnny O'Mara wanders the pits at an AMA National motocross or supercross representing Oakley or keeping an eye on R.C., he walks with a quiet confidence that can only come from one who has been there - one who has seen both the good and the bad. To countless enthusiasts around the world (including this one), the O'Show personifies everything great about the sport. Because of his charisma, style, dedication, and his never-say-die, winning spirit, Johnny O'Mara is an indelible part of the folklore and soul that make motocross the beautiful and violent sport that it is.

And while it may have taken a few years to come to terms with it, O'Mara has also become comfortable with the reality of David Bailey's situation. The two have warmed to their roles as the wise old men of motocross.

"Yes, he's my best friend," says Bailey. "Things have come around for us. For some reason, now we have this thing where everything is cool, there are no problems and the (wheel) chair isn't a problem for him anymore. We've come back around. And somehow we've both managed to find wives named Gina. Yeah, he's still my best friend. I have that, and it's cool." **CN**



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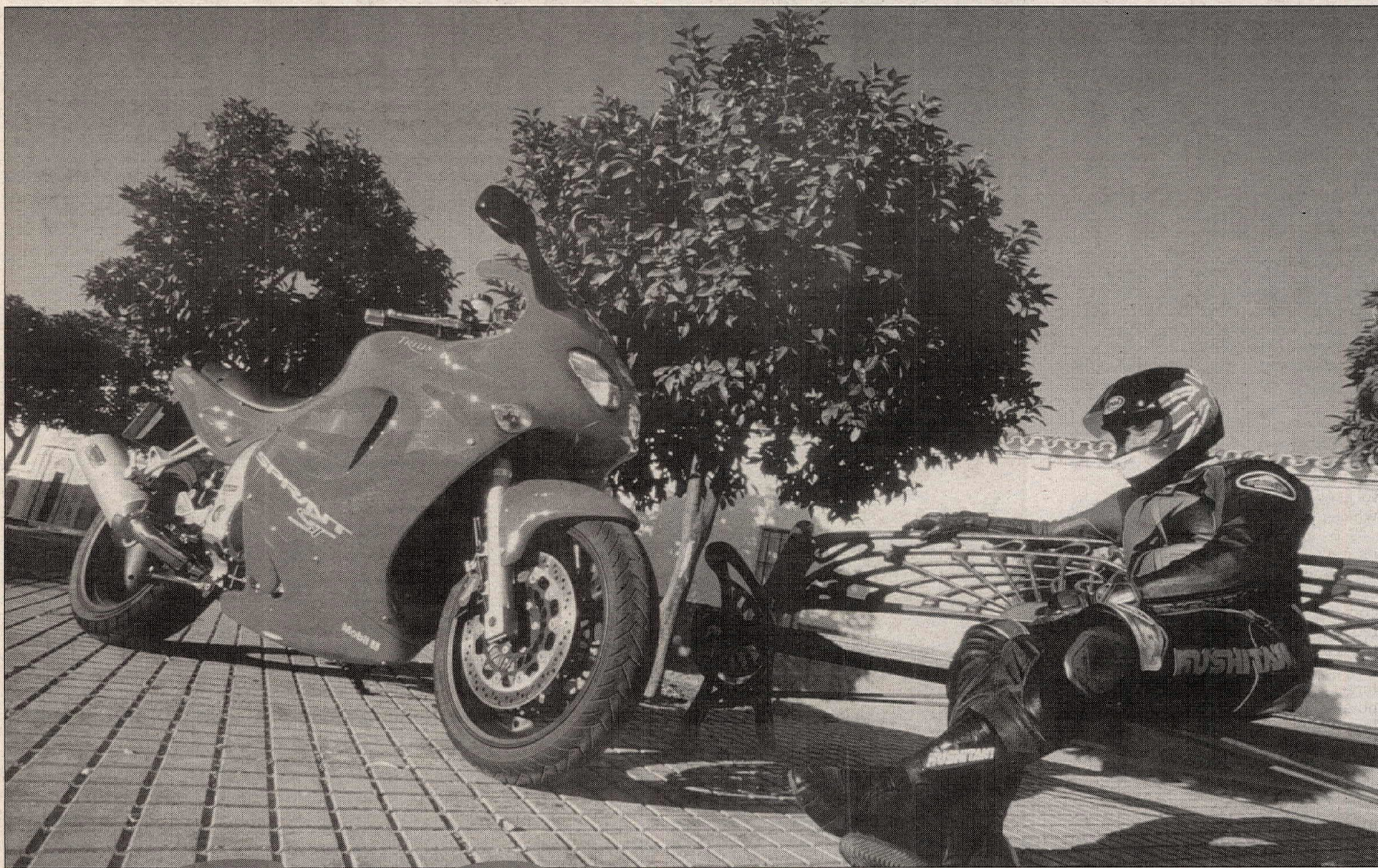
(#154) Mini Warriors features some of the nation's top mini-cycle champions ranging from 4 to 15 years old. These kids show the world why they are the future crop of motocross stars. Along with spectacular riding and music, the kids and their families give the viewer a glimpse into their lives as they participate in this family oriented sport. Also appearing in the video is 1997 AMA Supercross and Motocross champion Jeff Emig, who spends a day riding and talking to the young stars. Mini Warriors include Jeff and Mike Alessi, Shane Bess, Ty Keenom, Jonathan Shimp, Michael La Paglia, Dylan Lord, Ryan Morais, Kyle Partridge, Shana Rhinehart, Cole Seely and Bryce Terzian.

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Is British best?

By Alan Cathcart
Photos by Gold & Goose

Ten minutes aboard Triumph's new sport-touring contender, the Sprint ST, tells you this is a very serious challenger to Honda's class benchmark VFR800 - let alone other new kids on the all-rounder block like BMW's R1100S or the Ducati ST2/ST4 duo. Ten hours later, after a 300-mile day riding through the hills and highways of southern Spain, you're left with little option but to accept that Triumph must now be taken very seriously in any market in which it chooses to compete, by competitors and customers alike.

Going head to head against Honda is something Triumph has some practice in, for the T595 Daytona (since renamed the 955i) was an unashamed CBR900RR foe when first launched two years ago, just as the Tiger is targeted at the Africa Twin/Varadero family outside the United States. But in aiming to carve themselves a slice of the flourishing sport-touring sector - an unusual one, inasmuch as it features a relatively small number of models, each selling in quite large volume and most of them European, thanks to the prevailing road con-

ditions there as compared to Japan or the States - Triumph engineers didn't do as they might have been expected to even as recently as five years ago, and applied their mix-and-match modular motorcycle concept to concoct a challenger to the VFR and its like.

So, instead of adapting the 955i to more all-rounder mode, they started with a clean sheet of paper and did the job properly - so much so that my 10-hour quick spin left me convinced that not only is this certainly the best bike Triumph has yet built in its born-again John Bloor era, it's also very likely the most practical, best all-around sportbike I've yet to sample. What follows are the reasons why.

First off, though - the looks. Like many others, I'll admit to being less than overwhelmed with the sober styling of the Sprint ST (forget the T695 tag; Triumph has) when I first saw it in finished form at its Munich launch, but that was before viewing it in daylight. In both the red and black colors in which it will initially be offered, the Sprints parked in the forecourt of the Seville launch base displayed understated allure in the Spanish sunshine, with subtle curves to the distinctive "face" (headlamps are shared with the 955i, hence

the family resemblance) which only really become apparent in bright sunlight.

Together with the clean visual sweep of the alloy twin-spar frame, specially designed for the Sprint to give extra strength for sport-touring loads and improved packaging (airbox, luggage, exhaust, etc.) compared to the 955i's tubular-alloy space frame, the result is a sense of distinctive refinement that's in keeping with the more restrained tastes of the sport-touring market, and is a credit to design chief John Mockett and his colleague Rod Scivyer, who was largely responsible for the overall styling.

Hop aboard, and the proverbial 10 minutes later you've discovered that form and function march hand in hand on the Sprint ST, because not only is the riding position perfectly tailored for a 6-foot rider, but the relatively low-cut screen and fairly wide fairing give impressive protection even at three-figure speeds on the busy-looking mph speedo (the one in kph is more readable, with fewer digits on the dial).

The Triumph feels physically bigger than the VFR, and so feels more spacious and comfy - but not at the expense of becoming unwieldy. Though retain-

(Above) Pondering the question posed by the title, the author takes a moment to reflect. Luckily, he can't see the Union Jack painted on his helmet.

ing the 955i's single-sided swingarm (thus allowing the silencer of the three-into-one exhaust system to be tucked well in, for extra ground clearance plus space to fit hard luggage), wheelbase is just over an inch longer than the sport triple's, at 57.9 inches. This was done to add stability but also has the additional benefit of loading up the front wheel weightwise, making it stick better in turns.

This, however, doesn't affect the Sprint's steering, which is beautifully well-balanced and neutral, with extra leverage available from the quite long, ideally angled handlebars. Together with the 31.5-inch seat height and not overly rear-set footpegs, these deliver a relaxed and comfortable riding stance that makes mile-eating a pleasure, without too much weight on your arms and shoulders, yet with space to crouch lower when you want to up the pace.

The ST is quite aerodynamic, with turbulence and wind blast well controlled, even sitting relatively upright at

high speeds. The Sprint is a very untiring bike to ride hard, fast and long.

Part of this is because the whole bike feels very solid and together, with a build quality even on this preproduction model that's fully the equal of a Honda or BMW, which is praise indeed. Only an uneven gap where the fairing meets the frame and ill-fitting shrouds for the arms of the otherwise excellent mirrors leave room for improvement - and these problems may well be rectified before production.

The seat is just spacious and well-padded enough to be comfy, and there's quite adequate room for a passenger, who has been supplied with very well-designed grab handle. This handle has to be removed if you opt to fit the good-looking single-seat cover, thus making the Sprint's looks live up to its name even more. The Sprint copies the ST2/ST4 idea of having an adjustable exhaust system that can be raised for increased ground clearance or lowered to give room for the hard luggage, which is available as an option.

However, Ducati might care to take its payback by copying the Triumph's sidestand, here fitted in addition to an easy-on/off center stand and which is correctly angled, must be positively retracted (so there are no suicide operations benefiting parts-store turnover), and has an ignition cutout should you forget to do so. Ducati should also take note of the fact that the Sprint's good-looking, wraparound dashboard - which is perfectly legible even in bright sunshine, when even the digital instruments show up well - is dominated by, *ahem*, a white-faced tachometer that's perfectly legible in the dark, with a digital clock, analog speedometer (incorporating a digital trip/mileage counter), and temp and fuel gauges, the latter ideally positioned at the top of the dash, where you can monitor it properly on a long run. Not that you should need to do so too often, for in spite (or maybe because) of being fitted with the same Sagem multipoint sequential fuel-injection package as the 955i (but reprogrammed here to deliver a smoother power delivery and increased torque), the Sprint ST is pretty frugal. A fuel check midway through a hard-riding day showed 45 mpg - impressive fuel consumption for a one-liter sportbike, and good for a range of 200 miles between fill-ups from the 5.6-gallon tank - even when taking advantage of the reserves of performance of the new-generation 79 x 65mm three-cylinder 12-valve engine, same as fitted to the 955i but with different camshafts and using cast pistons and steel liners instead of the forged pistons and coated-aluminum liners employed on the Daytona to cope with its higher power output. So, whereas the 955i pushes out 128 bhp at 10,200 rpm, the Sprint ST delivers a claimed 110 bhp at 9200 rpm at the crank on the same 11.2:1 compression ratio, but with a wider spread of torque that peaks at 6200 rpm with 70 ft.-lb. on tap, against the 955i's 73.8 at 8500 revs. In fact, Triumph says the top speeds of the two bikes are quite similar, with the Sprint ST being good for 155 mph against the sport triple's 162 mph - but to be honest, this is pretty academic because, though the Sprint ST may also take longer to get there, it's so much more user-friendly in the way that it does so, and scores heavily for added convenience in real-world riding conditions.

The Sprint's stiffer frame means Triumph has dispensed with two of the eight engine mounts employed on the 955i chassis, which in turn means not only that the frame doesn't get so hot - an important factor when riding in



While comfortable for the long haul with a spacious seat, plush suspension and ample wind protection, the Sprint ST can be hustled along with the best of the class.

jeans, with the more tucked-in stance of the new chassis - but also that you feel even less vibration than on the 955i, and certainly far less at freeway-cruising speeds than on BMW's R1100S sport Boxer. The Triumph has hefty weights on the end of the handlebars which help out here, but the overall feel even at higher rpm is of a smooth, svelte power unit that has just enough mechanical presence to be thrilling to ride.

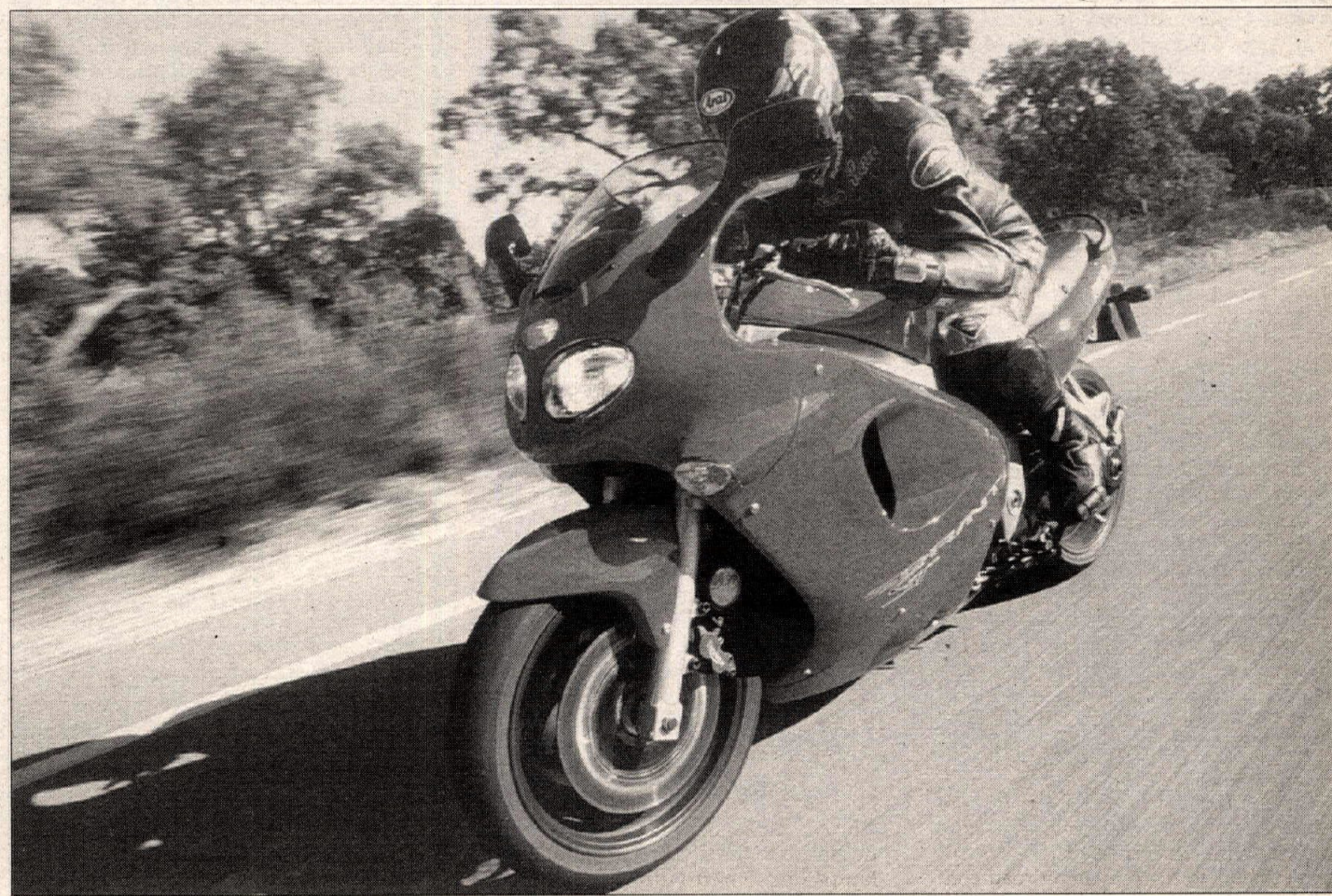
There's no choke, but the Sagem EFI is programmed for cold-start compensation

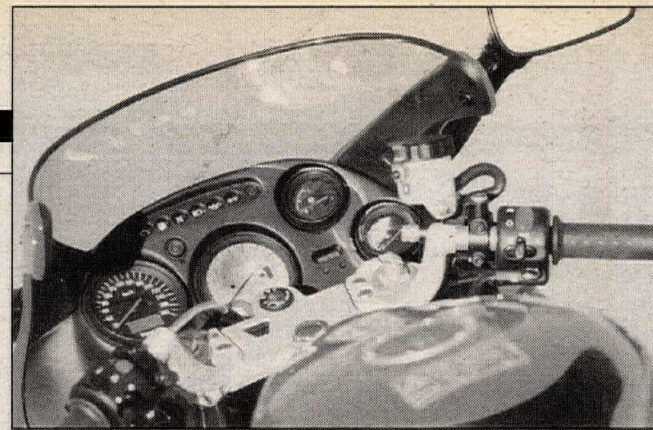
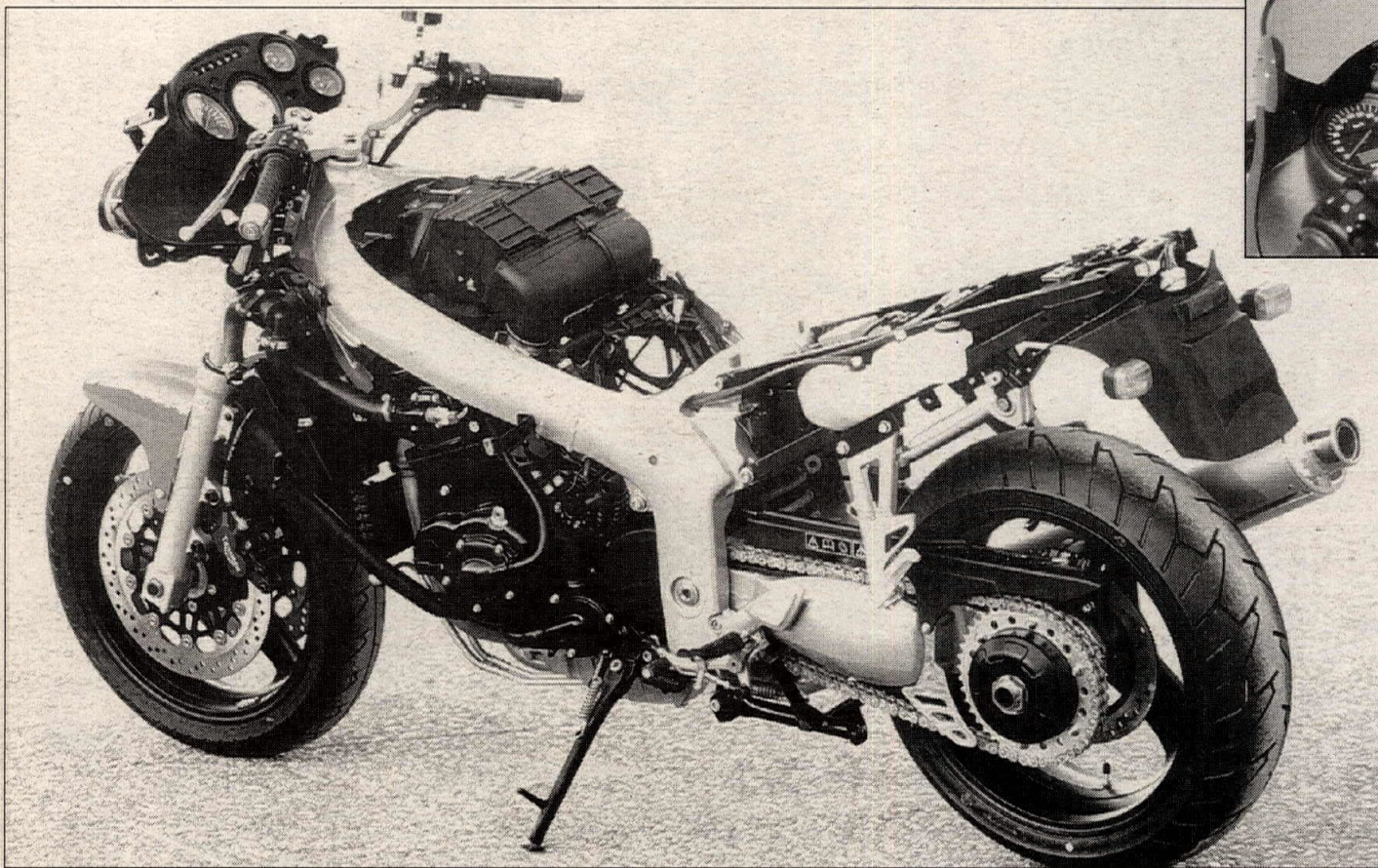
- although, even when hot, you must remember to keep the throttle closed when pressing the starter motor button; otherwise some embarrassing and time-wasting spluttering will occur as the engine refuses to light up. When it does, response from the light-action throttle is immediate, though not so sudden as to cause a jerky pickup at low revs or from a closed throttle in slow turns.

Instead, once under way, the engine pulls cleanly from 2500 rpm upward in top gear with no hiccups or flat spots, but

with a light, positive clutch action from rest or when changing down that is a model to others (and both clutch and brake levers are, incidentally, adjustable).

Sagem's modified the EFI to improve fuelling at low revs, and together with the balance pipe added to the exhaust system delivers improved response low down. But from there to the 9700-rpm rev-limiter, there's a seamless spread of power that makes the Triumph so easy and yet so invigorating to ride, with no cheater dips in the power curve to pass





(Left) The Sprint's twin-spar frame is stiffer than the 955i's, and allows the use of two fewer engine mounts, helping to isolate engine vibes. Fuel injection is reworked for better low-rpm fuel delivery.

(Above) The cockpit features a white-faced tach in a wraparound dash. The analog speedo incorporates digital odometer and clock.

noise or emissions tests, even though the Sprint ST meets the tough new European exhaust-emissions laws due to be introduced in 1999.

Only a couple of extra rushes of revs around 5000 rpm and again at 6800 rpm, when engine speed picks up even faster and the exhaust note hardens slightly, punctuate the effortless flow of torque and power.

Not that you're really aware of this in standard guise, for the Sprint is noticeably quieter than the 955i, thanks to a new exhaust header and silencer system, a revised airbox with curved intakes, a suppression block at the back of the crankcase to deaden gear and sprag-drive noise, and the shrouding effect of the twin-spar frame itself.

But, sorry - if you buy a Sprint ST and don't spend the extra bucks on the muted but musical aftermarket pipe Triumph offers "for track use only," you ain't got no soul. Quite apart from the extra 6 bhp it delivers, which gives a crisper edge to engine pickup, this has to be the two-wheeled equivalent of Alfa's V6 car motor - the best-sounding mass-market motorcycle engine money can buy.

For the haunting hymn of the louder exhaust is not only untiring, even on a long ride, but you'll also catch yourself changing gear a little more often, blipping the throttle a little louder on downshifts, than is strictly necessary - just to play that glorious-sounding pipe a little harder and remind yourself that nowadays, when V-twin sportbikes are practically commonplace, only a V-4's engine note is as individual as a triple's. Hallelujah! When you do work the shift lever, you may find the change a little stiff in the bottom three gears, as on one of the bikes I rode. Still, this had barely 600 miles under its wheels, so I'll reserve judgement on that; the others were all fine.

Ratios in the six-speed gearbox are the same as on the 955i, with the top three relatively close together and none of them an overdrive, which is not only good engineering practice but also ideal for high-speed cruising with sportbike potential held in reserve.

In fact, it does pay to rev the Triumph motor out to somewhere approaching the redline if you're in a hurry, because you can feel the extra punch of power

above the 7000-rev mark, and Sprinting past lines of traffic on the way back to Seville in the gathering dusk through a Sunday evening snarl-up, underlined the Sprint's outstanding midrange pickup and good acceleration, in spite of a higher 455-pound dry weight than its 955i stablemate.

You don't notice the extra poundage in real-world road riding, though, for the Sprint ST has a balanced, sorted feel to the handling which makes easy work of tackling a series of fast sweepers. It's not as nimble as the Daytona - oops, 955i - but by sport-touring standards, it's relatively agile in slower turns - it just needs you to work a little harder in sportbike mode. Best to relax and go with the flow, when the quite sporting steering geometry (25-degree head angle, just 92mm of trail) will allow you to swing the Sprint through turns with effortless aplomb.

This is a deceptively fast point-to-point bike which you may suddenly realize you've been riding harder than you thought you were or had intended, and a prime ingredient in this is the Bridgestone BT57 tires around which the Sprint was designed, the profiles of which are well-suited to the demands of the chassis and style of riding. It's especially wise to have opted for a 180-section rear, which avoids making the steering too heavy without sacrificing grip to the level required by a sport-touring bike.

Start scratching moderately hard when riding alone, though, and you'll soon ground the hero tabs at the end of the footpegs, which are longer than they need to be for when the exhausts are lowered to fit some luggage. Sorry, but they'd be a prime candidate for some attention with an angle-grinder if and when I became a Sprint owner - in which case the next thing to touch down (and only if you try really hard) is the fairing lower on the exhaust side. Treat it as an honor mark.

Because, make no mistake, the Sprint ST is endowed with all-around real-world handling that's fully in the super-sport class, a big factor in which is the compliant response of the Showa suspension package. This features 43mm conventional forks fitted with twin-rate springs but adjustable only for preload, and a rear shock with a different link

than the 955i (even though they share the same single-sided cast-alloy swingarm) which delivers 120mm of travel on stock settings, is adjustable for rebound damping, and also has hydraulic spring-preload adjustment (so ideal for touring mode, with variable passenger and/or luggage weight on board).

Ride quality is not only by some way the best yet on any Triumph, it also beats all its rivals in the sport-touring class for plushness - even the Honda - yet it doesn't sacrifice compliance in doing so. Hit a bump or a dip in the road surface cranked over on the Sprint, and it shrugs it off with maybe a single lazy wave of the bars if you're trying really hard. No weaves, no shakes and especially no wallowing around on too-soft settings that are the bane of some other pseudo-all-arounders with delusions of grandeur, handlingwise.

Yet an extended run over the few Andalusian roads that haven't yet benefited from either a handout from Brussels or a former Spanish prime minister's pork-barrel generosity to his Andalusian homeland will have you marveling at the Triumph's composure over rough surfaces and its rock-solid feel - even if some rebound adjustment could usefully be provided up front: It bounces back a little too strongly over the worst of the bumps, on standard settings.

Best of all, the Sprint is supremely stable at high speeds, tracking better than the VFR, even - say Triumph testers - loaded up with luggage. Stopping from terminal velocity loaded up with bags and bodies would be the supreme test of the Sprint's braking potential, but in solo guise, unloaded, the 955i package represented by the four-pot Nissin calipers mated to Thai-made 320mm Sunstar stainless discs does the same great job as on the sport triple, with lots of initial bite yet a progressive feel which allows you to stroke the lever with lots of feedback, to knock off a little speed if you go too deep into a turn. But panic stops - like when a security guard turns out of the Rio Tinto high sierra mine complex straight in front of you, just as you're making the most of the fact that it's a Sunday - are no problem. This is an effective brake setup from an unexpected source - highlighted by the fact that Brembo's one

contribution to the Sprint ST's build is, er, the cast-alloy wheels!

What Triumph has concocted here is a motorcycle that comes very close to delivering the best of both worlds - even more so that the VFR Honda, which in its various forms has worn the mantle of champion all-rounder for most of this decade. So often, trying to be all motorcycles to all men merely means being adequate at everything but exceptional at nothing - whereas on the Sprint ST, it's almost the other way around.

Which leaves one possible chink in its armor: How much? Well, Triumph has pitched the Sprint ST very competitively pricewise at \$10,495, with the VFR800 Honda listing for \$9499, the BMW R1100S for \$13,900, and the Ducati ST4 desmoquattro coming in at \$14,495 - all of them heavier, and slower, than the Sprint ST claims to be. The jury's out until a long-distance comparative test pitches them against each other, but at \$10,495, Triumph's contender is right in the ballpark pricewise, and dynamically, too, on the basis of my Spanish day trip. Flat-twin, V-twin, V-4 or triple: Can less be more, in terms of the number of cylinders - or is the middle ground the best bet? Is British best? Could be.

CN

Triumph Sprint ST

Specifications

Engine	Liquid-cooled in-line DOHC three-cylinder
Bore x stroke	.79 x 65mm
Displacement	955cc
Compression ratio	11.2:1
Ignition	Digital
Fuel system	Sagem multipoint sequential EFI
Transmission	6-speed
Clutch	Multiplate wet
Frame	Twin-spar aluminum
Rake/trail	25°/92mm
Wheelbase	57.9 in.
Suspension	
Front	43mm Showa telescopic fork w/spring preload
Rear	Single Showa shock w/spring preload and rebound-damping adjustment
Wheels/tires	
Front	120/70ZR17 Bridgestone BT57 on 3.50-in.-wide alloy rim
Rear	180/55ZR17 Bridgestone BT57 on 6.00-in.-wide alloy rim
Brakes	
Front	Dual 320mm floating Sunstar discs w/ four-piston Nissin calipers
Rear	Single 220mm disc w/twin-piston caliper
Seat height	31.5 in.
Fuel capacity	5.6 gal.
Dry weight	455 lbs.

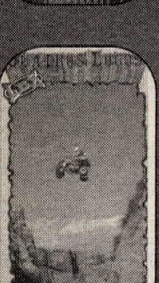
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MOTOCROSS

(#7) The Evolution of Motocross

Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it in this 95 minute video from Gary Semics Video. \$42.95

(#12) Dirt Devils

Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs. Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maier; 60 minutes from Powersports Video. \$33.95

(#162B) '91 AMA Nat'l MX Season Review

Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. \$42.95

(#162C) '92 AMA Nat'l MX Season Review

The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maier; 90 minutes from Powersports Video. \$34.95

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1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. \$34.95

(#2110) 1997 Motocross des Nations

The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. \$34.95

SUPERCROSS

(#325H) Bar to Bar

Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go bar to bar in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. \$19.95

(#325I) Bar to Bar 2

The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk, Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. \$19.95

TOURING/ROAD RIDING/CRUISING

(#106A) 50 Years of Daytona

400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. \$22.95

(#213) The Roads of Colorado

Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. \$29.95

(#230) Ride America: Highway 1

California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Evertt, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twists along Highway 1. 60 minutes from Peter Starr Productions. \$24.95

(#231) Ride America: "The Million Dollar Highway"

Experience the wonder and beauty of Colorado's Million-Dollar Highway in the colorfest season - golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. \$24.95

(#1293) Postcard from Daytona

Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunbaked tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. \$34.95

ROAD RACING

(#9) U.S. Grand Prix 1988

Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Fillebe beat the beat at Laguna Seca. From Powersports Video. \$33.95

(#1492) 1992 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1519) 1993 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1541) 1994 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1559) 1994 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1561) 1995 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1579) 1995 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1705) 1996 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1580) 1996 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1721) 1997 Bike GP 500 Series Review

The complete official record of Mick Doohan's stunning season & the battles going on around him through all 15 World C'Ship rounds. 3 hours of action, on-bike camera, interviews and informed commentary. 180 minutes from White Star/Duke Video. \$39.95

(#1581) 1997 Bike GP 125/250 Series Review

This 2 hour official review provides some of the seasons hairiest racing, packing all the 250 rounds and the best of the 125s into some scorching viewing. Includes great on-bike camera. 120 minutes from White Star/Duke Video. \$34.95

(#41) Bike Experience

Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. \$34.95

(#1490) On-Bike GP Experience

Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. \$34.95

(#1576) On-Bike GP Experience 2

All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. \$34.95

(#1537) On-Bike Nurburgring Experience

A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. \$34.95

(#1480) Best Bike GPs of the Decade

Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. \$34.95

(#1494) Rainey's Year: 1992

Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. \$34.95

(#1521) Schwantz: World Champion 1993

He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. \$34.95

(#1916) 1997 AMA Superbike Series Review

Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of from each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from WhiteStar/Duke Video. \$34.95

(#5903) Champion: Kenny Roberts

A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. \$34.95

(#5904) Champion: Barry Sheene

A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. \$34.95

(#5932) Champion: Mick Doohan

A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. \$34.95

(#5901) Champion: Geoff Duke

A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. \$34.95

(#5902) Champion: Giacomo Agostini

A profile of the racing career of legendary Italian GP champ Giacomo Agostini. 75 minutes from White Star/Duke Video. \$34.95

(#5900) Champion: Mike Hailwood

A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. \$34.95

(#5956) Champion: Phil Read

A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. \$34.95

(#1540) Cutting Edge Bikes

Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. \$34.95

"ISLE of MAN TT"

(#1070) History of the Isle of Man TT

A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96. 216 minutes total, from White Star/Duke Video. \$69.95

(#1002) TT Tribute

Rare footage and a must for Mike Hailwood fans. "Diamond Senior '67" was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. "Winning Formula '79" covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. \$34.95

(#1055) Golden Mountain

Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. The 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. \$34.95

(#1296) Mad Sunday: The Fans' TT

The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. \$34.95

(#5554) On-Bike TT Experience

"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IOM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. \$34.95

(#5559) On-Bike TT Experience 2

Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. \$34.95

(#5563) On-Bike TT Experience 3

The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. \$34.95

(#1285) 1992 Isle of Man TT

A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. \$34.95

(#1288) 1993 Isle of Man TT

Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. \$34.95

(#1295) 1994 Isle of Man TT

"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. \$42.95

(#1300) 1995 Isle of Man TT

"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. \$42.95

(#1601) 1996 Isle of Man TT

"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. \$42.95

(#1604) 1997 Isle of Man TT

"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. \$42.95

(#1606) 1998 Isle of Man TT

"Brave Hearts"...Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from WhiteStar/Duke Video. \$42.95

TRIALS

(#207B) 1997 Trial Des Nations

This World Championship from Isle of Man, U.K. pits 4-man teams from over 20 countries against each other. World Champion Dougie Lampkin vs. 7 time World Champion Jordi Tarrés in his last international competition. 4 hours from Technovideo. \$39.95

(#208A) 1996 Wagner Cup World C'Ship Trial

The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarrés, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. \$39.95

(#2043) This Is Motorcycle Trials

Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. \$34.95

(#2056) This Is Advanced Motorcycle Trials

World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. \$34.95

(#2047) Extreme Trials with Steve Colley

This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. \$34.95

(#2057) Trials Superstars

The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. \$34.95

(#2061) 1997 Sheffield Arena Trial

Great close-up camera work shows international stars Colomer, Lampkin, Colley, etc. performing exceptional trials maneuvers over man-made obstacles, while trick-cyclist Ol Pi dazzles the crowd with his own brand of magic. 55 minutes from White Star/Duke Video. \$34.95

(#208B) 1997 Wagner Cup World C'Ship Trial

All the top riders at the top of the High Sierras compete at Norm Taylor's Donner Ski Ranch. Spectacular rock formations challenge Marc Colomer trying to keep his title crown; Dougie Lampkin ascends to the top, Japanese teenagers Kuroyama & Fujinami put pressure to the stars, Tarrés in his swan song season, and Cobos jumps to the podium. 4 hours from Technovideo. \$39.95

SPEEDWAY

(#45G) 1997 U.S. Speedway National C'Ship

In a one-night, winner-take-all format, for the 28th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton, Margo King, and Scott Daloisio call the action. Features the #1 and #2 riders in the world, and the best in the US! 60 minutes from RAZ Video. \$29.95

(#5950) Champion: Barry Briggs

A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. \$34.95

DIRT TRACK

(#180) '98 Dirt Track Hall of Fame

The richest single race in dirt track history was run on Saturday, September 5, 1998, on the oval at the Illinois State Fairgrounds at Springfield. Fifteen of the world's best flat track racers including superstars Scott Parker, Jay Springsteen and Chris Carr, duelled ten laps for \$50,000 in the inaugural Dirt Track Hall of Fame Race. An unprecedented celebration of speed the likes of which we may never see again. Experience it on the Bear Nuts Hall of Fame Video. 43 minutes from Chet Burks Productions. \$19.95

(#182) Smooth Moves

A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr duelled all year for the title. 60 minutes from Missing Link Video. \$34.95

(#183) Ricky Graham: The Career Year

"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who rewrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. \$19.95

VINTAGE

(#118) Enduring Memories

Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Link Video. \$34.95

(#1007) Against the Odds: Jarno Saarinen

The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. \$34.95

(#1027) Multi-Cylinder Magic

MV Agustas, Benelli's & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. \$34.95

(#1602) TT Classic Magic

A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. \$34.95

(#1258) Classic Superprix '89

Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. \$34.95

(#1292) Daytona Classics '96: Return of the Legends

Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera. BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. \$34.95

(#8) Castrol History of Motorcycle Racing

Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. \$99.95

(#1069) Classic Racer Experience

Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. \$29.95

(#1034) V-Four Victory

A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. \$29.95

(#1090) Old Indians Never Die

A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. \$34.95

(#144) Vintage Cycle Journal

The first in a series from the Machines of Iron collection, this video takes you to The Shop's annual vintage motorcycle rally in Ventura, California for a close-up look at these machines and the men who collect them. 37 minutes from Spinnaker Productions. \$24.95

(#85) Gary Rothwell: Showtime

Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **\$29.95**

(#120) Terrafirma

The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **\$24.95**

(#87) Team X-Treem: Vol. 1 Todd & Lori Colbert
Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. **\$29.95**

(#110) Dirty Deedz

A freestyle motocross video from down under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debnier and others. Some of the locations include Orange, Clarence, Barindie, Colo, Stockton, and Cattai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. **\$29.95**

(#120A) Terrafirma2

Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **\$29.95**

(#120B) Terrafirma 3

Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **\$29.95**

(#120C) Terrafirma 4

Produced by renowned snowboard filmmaker Mike Hatchet, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Paulk, Brian McGavin, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **\$29.95**

(#121) FLY

Check out this spring '96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **\$29.95**

(#122) Air Raid

The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **\$29.95**

(#123) Jeremy McGrath / Steel Roots

Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **\$24.95**

(#130) Performance Bikes: Video Nasty

Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **\$29.95**

(#130A) Performance Bikes: Video Nasty 2

The Performance Bikes guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers home videos including a police chase, tire shredding burn-outs and some goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. **\$29.95**

(#130B) Performance Bikes: Video Nasty 3

"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes can. Insane road speeds and flat-out around a race track, also more of their reader's certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. **\$29.95**

(#131) Disturbing the Peace

SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pcorroba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **\$29.95**

(#132) Moto-XXX

The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **\$29.95**

(#132A) Moto-XXX 2: Hellraisers

Quick Fix Films presents the sequel to the original Moto-XXX...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **\$29.95**

(#133) Horizontal

The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **\$29.95**

(#133A) Horizontal 2

The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Nat'l's, Jet Ski action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **\$29.95**

(#134) Organ Donors

Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **\$29.95**

(#135) 2 Stroke Cold Smoke

These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. **\$29.95**

(#136) Quatros Locos

Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **\$29.95**

(#142) Full Power Trip

THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roessler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **\$24.95**

(#147B) Mud, Sweat & Gears

Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **\$24.95**

(#150) Vidiots Anonymous

Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more who some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **\$29.95**

(#154) Mini Warriors

This video features some of the nation's top mini-cycle champions ranging from 4 to 15 years old. These kids show the world why they are the future crop of motocross stars. Also features former mini-cycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from X-Factor. **\$29.95**

(#1793) Evel Knievel's Spectacular Jumps

From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **\$19.95**

(#1792) Evel Knievel: Last of the Gladiators

The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **\$24.95**

(#5268) Best of Havoc

A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **\$24.95**

(#5271) Best of Havoc 2

Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **\$24.95**

(#5260) Bike Havoc

Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **\$24.95**

(#5274) Havoc 14

Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **\$24.95**

(#2501) Crash Kings MX

From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **\$24.95**

(#5143) Crash Kings Bikes

150 spectacular crashes from '92-'93 GP's, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **\$24.95**

(#5139) Crash Kings Bikes 2

Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **\$24.95**

(#5279) Crash Kings Bikes 3

The most spectacular wipe-outs from the 1996-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **\$24.95**

(#5552) The Ultimate Ride

Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **\$34.95**

(#5556) Ultimate Ride 2

Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, ice karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **\$34.95**

(176A) Crash Impact II

Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **\$24.95**

(#137) Sandtraxx #3

Nothin' but sand and quad ATV's in this look at the SoCal dune culture. 47 minutes from X-Factor. **\$24.95**

(#143) 5th Gear Pinned

A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolito, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **\$29.95**

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding

Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **\$43.95**

(#23) Practical Tire Changing

Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **\$28.95**

(#35) Gary Semics MX Techniques #1

Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **\$32.95**

(#36) Gary Semics MX Techniques #2

More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **\$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops

Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **\$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros

Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **\$42.95**

(#39) Gary Semics MX Techniques #5: What To Do On Race Day

Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. **\$34.95**

(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump

Training methods & strategies for racing with strength & endurance in your arms, not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. **\$24.95**

(#42) Gary Semics MX Techniques #7: All About Cornering

Once you know all the basic techniques for cornering and braking it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Brandon Jessemann is the featured rider, also examples by McGrath, Dowd, Windham and others. 45 minutes from Gary Semics Video. **\$39.95**

(#170) Sweet Spot Video Library Set

Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **\$204.95**

(#171A) Sweet Spot Video: Track Preparation

Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorcycle/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **\$29.95**

(#22) Advanced Techniques of Off-Road Riding

Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **\$38.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension

Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **\$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust

Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synchronizing carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **\$43.95**

(#171D) Sweet Spot Video: Performance Systems

Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advance); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **\$39.95**

(#171E) Sweet Spot Video: Dialing In

Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **\$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene

Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **\$24.95**

MOVIES

(#138) Easy Rider

This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **\$37.95**

(#139) The Wild One

What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **\$37.95**

(#140) On Any Sunday

Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **\$44.95**

(#140A) On Any Sunday II

The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **\$29.95**

(#141) Legacy

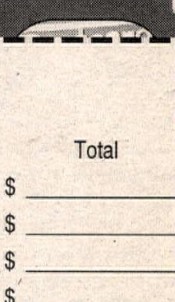
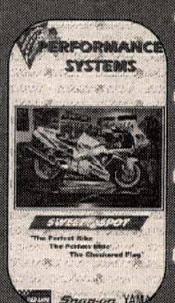
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **\$34.95**

(#181) Heavy Duty: 90 Years w/ H-D

An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes by Duke, from White Star Video. **\$32.95**

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Pocorobba tames the Gator



By Mike and Anne Adair

GAINESVILLE, FL, JAN 2-3

Anthony Pocorobba tamed Gatorback Park's famed motocross track, winning three of four Expert and A classes in the first round of the Florida Winter AMA Motocross Series.

At the champagne celebration, Unlimited Sports president Jerry West said, "When Anthony first started racing here, we called him 'Pokey' because he was always last. His record today shows what hard work and perseverance can accomplish."

Banzai Motorsports, Pro Action, Smith, Bieffe, Alpine Stars, Extreme, Torco and Pirelli-backed Pocorobba said, "The first 250cc Pro moto was the best race that I have ever been involved in. Matt Walker and I battled back and forth all the way to the end. I finally passed him for the win in the very last turn."

During the final 125cc Expert moto, Walker slid out with his left leg trapped under the bike. The resulting injury forced him to withdraw for the day.

Keith Johnson topped Barry Carsten and Pocorobba in a close 125cc Expert class. The Brockton Cycle/Factory Connection/Sinisalo/Belray/Scott-backed rider has an interesting new line of work. Johnson, who is one of many strong New England riders to contest the series, explained, "I've a great new job. I've started working for Cannondale Bicycles on their four-stroke motorcycle-development project."

More than 600 riders tried a new format for the popular Florida series: The first moto was run on Saturday and the second on Sunday. Overnight and early-morning rains created a muddy track for the Sunday morning competition.

After some major bulldozer work, the track was reopened. By midday, track conditions were good - and the racing was fast.

Walker's Al Lane/Motoplanet Yamaha rolled on the first day of racing, winning three of four motos.

"Everything just went well for me in the first motos," Walker commented. "I felt good, and the bikes were perfect."

Walker struggled back from a poor start in the first 125cc Expert moto to lead Johnson, Pocorobba, Carsten and Neil Ricco to the checkered flag.

In moto two, Tyson Hadsell took the early point, leading Ricco, Carsten, Johnson and Walker for 10 laps. Carsten moved by on lap 11, but Hadsell was tenacious and took back the lead on the following lap.

"We were getting mixed up in laps and Carsten surprised me the first time," explained Hadsell.

Toward the end of the moto, Johnson joined the duo.

"Carsten had taken back the lead," said Johnson. "I got by Hadsell, but that was it. Carsten wasn't making any mistakes."

Johnson took the overall with a pair of seconds. Pocorobba was the only rider to upset Walker's first-moto streaks on Saturday. Pocorobba did so by winning the first 250cc Expert moto.

"I was last off the gate, rode hard and got back into second place," said Walker. "Pocorobba was doing a good job, and I couldn't catch him."

Finishing behind Pocorobba and Walker were Johnson and Neil Prince.

In the final 250cc Expert moto, Pocorobba led all the way from start to finish. Vince DeVane, Prince, Ricky Hamshire and Tony Lorusso were racing for the second spot. Prince moved into second for laps three through nine,



(Above) James Stewart made a triumphant return to racing, winning the 85cc (12-13) and Super Mini classes at Gatorback. Stewart also finished third in the 125cc (12-15) division.

(Left) Anthony Pocorobba won the 250cc Pro, 125cc A and 250cc A divisions at the first round of the AMA Florida Winter MX Series, held at Gatorback Cycle Park in Gainesville, Florida.

but then Lorusso made his move and tied up the second spot on lap 10.

"This was fun," said Prince, who lives in Great Britain. "I plan to ride some more races here and then go back to Europe for the GP season."

Pocorobba will leave for Brazil to race a factory Suzuki in their National Championship series.

"It is a wonderful opportunity for me," he said.

Team Green Kawasaki-backed James Stewart made his first appearance after several months off, recuperating from a broken leg. Stewart won all four motos in 85cc (12-13) and Super Mini competitions.

Bubba Crosby won the first 50cc (7-8) moto, but he had trouble in the second moto, as Orlando Hamilton took the moto and the overall for the weekend.

Kyle Keylon headed his usual rival, Ricky Renner, in both 65cc (7-8) motos.

"This will give me confidence going into this series," Keylon said.

Suzuki pilot Davi Millsaps rolled to a sweep in the large 27-man 85cc (7-11) class, leading Kyle Chisholm and Josh Lichtle in both the motos.

Winter Olympic Champion Ben Riddle had the best record of the event, scoring class wins in the 125cc (12-15), 125cc B and 250cc B divisions. In the final 250cc B moto, Riddle had a fight on his hands before he managed to pick off Jeremy Brown for the win.

Over 25-class winner Austin Squires upset favorite Mathew Crown by winning both motos.

Barry Carsten celebrated the birth of his second child with a romp in the Over 30 motos, ahead of Earl May.

May, himself a bridegroom over the Thanksgiving weekend, topped Billy Woods and Tim Eggers in a pair of competitive motos.

"John Lundy gave me trouble early in the first moto," May explained.

"In the second moto," said Wood, nursing a major abrasion to his shoulder, "someone forgot to turn, and I got used for traction."

Over 40-class winner Jerry Sales said,

"I started third in the final moto, caught David Ellis and David Bowman, and then felt good running out front."

Gary Peak lost a close Over 50-class second moto and the overall to Barry Mayo.

"Barry finally got by me," said Peak with a smile. "Now he will be hyper all week long." **CN**

**Gatorback Cycle Park
Gainesville, Florida**

Results: January 2-3, 1999

50 (4-6): 1. Zack Freeberg (Cob); 2. Preston Thomas (Cob); 3. Tyler Moore (Cob); 4. Dylan Bantam (Cob); 5. Kalen Fitzpatrick (Yam).

50 (7-8): 1. Orlando Hamilton (Cob); 2. Colton Bailey (Cob); 3. Colton Maynard (Cob); 4. Dustin Solovitch (Cob); 5. Dominic Aizzi (Cob).

65 (7-9): 1. Kyle Keylon (Kaw); 2. Ricky Renner (Kaw); 3. Sean Hackley (Kaw); 4. Dominic Aizzi (Kaw); 5. T.J. Rhonelli (Kaw).

65 (10-11): 1. Jan Millett (Kaw); 2. Don Solley (KTM); 3. Chase Revell (Kaw); 4. Cole Boutwell (Kaw); 5. Michael Tippin (Kaw).

85 (7-11): 1. Davi Millsaps (Suz); 2. Kyle Chisholm (Kaw); 3. Josh Lichtle (Suz); 4. Jimmy Keys (Yam); 5. K.C. Clark (Suz).

85 (12-15): 1. James Stewart (Kaw); 2. Shane Lusk (Hon); 3. Nicholas Adams (Kaw); 4. Barrett Smith (Suz); 5. Stephen Shoaf (Suz).

85 (14-15): 1. Gene Stull (Suz); 2. Chad Ward (Yam); 3. Augie Lieder (Suz); 4. Drew Kain (Yam); 5. Jesse Richards (Yam).

5/MINI: 1. James Stewart (Kaw); 2. Gene Stull (Kaw); 3. Paul Perebijnos (Hon); 4. Nicholas Adams (Kaw); 5. Chad Ward (Yam).

125 (12-15): 1. Ben Riddle (Kaw); 2. Dan Truman (Suz); 3. James Stewart (Kaw); 4. Troy Adams (Suz); 5. Shane Batholf (Kaw).

125 (16-24): 1. Ryan Davis (Kaw); 2. Clint Shealy (Kaw); 3. Dustin Keuntjes (Suz); 4. Lee Jones (Hon); 5. Mathew Johnson (Yam).

125 C: 1. Ronnie Monk (Yam); 2. Chris Lopez (Yam); 3. Jason Baker (Yam); 4. Barry Cheeseman (Suz); 5. Thomas Parsons (Yam).

125 B: 1. Ben Riddle (Kaw); 2. Troy Adams (Suz); 3. Ryan Davis (Kaw); 4. Shane Bartholf (Kaw); 5. Jeremy Brown (Kaw).

125 A: 1. Anthony Pocorobba (Suz); 2. Tyson Hadsell (Yam); 3. Jarrett Tipping (Suz); 4. Marcus Pedrero (Suz); 5. Michael Stevenson (Yam).

125 PRO: 1. Keith Johnson (Yam); 2. Barry Carsten (Suz); 3. Anthony Pocorobba (Suz); 4. Tyson Hadsell (Yam); 5. Neil Ricco (Hon).

250/OPEN C: 1. Jason Baker (Yam); 2. Andrew Alexas (Kaw); 3. Lemuel McClanahan (Kaw); 4. Travis Quin (Kaw); 5. Ryan MacNeal (Hon).

250/OPEN B: 1. Ben Riddle (Kaw); 2. Jeremy Brown (Kaw); 3. Clint Shealy (Kaw); 4. Lee Tatham (Suz); 5. Thomas Parsons (Yam).

250/OPEN A: 1. Anthony Pocorobba (Suz); 2. Keith Johnson (Yam); 3. Tyson Hadsell (Yam); 4. Jarrett Tipping (Suz); 5. Scott Treichel (Hon).

250 PRO: 1. Anthony Pocorobba (Suz); 2. Neil Prince (Hon); 3. Tony Lorusso (Suz); 4. Vince DeVane (Yam); 5. Paul Carpenter (Hon).

4-STRK: 1. Bryan List (Yam); 2. Justin Brusscay (Yam); 3. Steve Rush (Yam).

25+: 1. Austin Squires (Suz); 2. Mathew Crown (Suz); 3. Richard Hamshire (Suz); 4. Chris Manning (Kaw); 5. Tommy Martin (Suz).

30+: 1. Barry Carsten (Suz); 2. Earl May (Kaw); 3. Steven Dumond (Suz); 4. Patrick Barton (Suz); 5. John Lundy (Suz).

35+: 1. Earl May (Kaw); 2. David Bowman (Suz); 3. John Lundy (Suz); 4. Phillip Page (Yam); 5. Tim Eggers (Suz).

40+: 1. Jerry Sales (Yam); 2. David Ellis (Hon); 3. David Bowman (Suz); 4. Barry Mayo (Suz); 5. Mark Thomas (Kaw).

50+: 1. Barry Mayo (Suz); 2. Gary Peak (Yam); 3. Larry Brock (Hon); 4. Randall Chicca (KTM); 5. Tom Fogg (Yam).

By Tony Alessi

SAN BERNARDINO, CA, JAN. 3

Reigning World Champion Alessio Chiodi made his debut on American soil and left a huge impression by posting the overall 125cc Pro-class victory during the opening round of the Sunstar Sprockets CMC Golden State Nationals, held at Glen Helen Raceway.

In the first 125cc Pro race, Ty Kady led the opening laps but fell under the pressure applied by minicycle great Justin Buckelew, who was making his professional debut. Buckelew was quick to take the point and almost instantly pulled out a big lead.

"The guy who was leading was getting pretty squirrely out there," Buckelew said, "so I decided to get around him as soon as possible."

Once out front, Buckelew began what could only be described as a flawless performance. The young New Mexico native eventually pulled out a 17-second lead.

While Buckelew was having a fun ride, Chiodi was having a tough time with the other competitors.

"The American riders are too fast," said Chiodi. "They pushed me off the track two times."

While Chiodi was getting accustomed to the gun-and-run racing of the CMC Pro class, another talented rider named Brett Racine was making his presence felt by working his way into second place, in front of Kady.

As the laps wound down, it was apparent to all that this moto was the sole property of Buckelew, who simply smoked the field.

Racine posted a solid second, while Kady, Travis Preston and Chiodi rounded out the top five.

The second moto saw Buckelew yank the start, with Chiodi in tow. Buckelew began to pull away early, but Chiodi was not far behind.

"I knew it was Chiodi behind me because his bike sounds a lot different than any other bike I have heard," said Buckelew. "But with each lap it got more quiet, so I knew I was gaining ground."

Buckelew's early chance at stardom came to an abrupt halt when he slid out on a high-speed off-camber straight-away.

"I think we may have had the wrong front tire," Buckelew said. "I just lost the front end in one of those wet spots."

Buckelew mounted a charge after the crash and raced back to as high as second place, but he was derailed by Rusty Holland, whose aggressive riding tactics drew much criticism during the day of racing.

In the end, Chiodi owned the day with a 5-1 score for the win, which topped Kady's 3-3, Preston's 4-4, Racine's 2-7, and Buckelew's 1-8.

Sean Hamblin was the big winner in the 125cc Intermediate class and the Schoolboy divisions. Hamblin rode with strength and speed en route to the 125cc Intermediate victory over an ever-improving Gerrit Ordeman and last year's mini sensation, Jonathan Shimp. Hamblin also edged out Turbo Reif and Ross Garcia in the Schoolboy division.

An astonishing 240 minicycle racers were in attendance, all trying to become the next Buckelew or Shimp. Among the masses, there were some double class winners who stood out: Bruce Rutherford won the 50cc (7-8) and 60cc (0-8) classes; Mike Alessi took the 60cc (9-11) and 80cc (7-11) honors; and Brandon Layton won the 80cc (12-13) and Super-mini divisions.

Mike Blose of Arizona did not win two classes, but he put on a great show

Chiodi comes to America

(Right) Reigning 125cc World Champion Alessio Chiodi raced to the 125cc Pro-class win at the opening round of the CMC Golden State Nationals at Glen Helen Raceway in California.

(Below right) Sean Hamblin won the 125cc Intermediate and Schoolboy divisions at the Golden State opener.

in the 80cc (14-16) motos. Blose and Team Suzuki's Shane Bess had a nail biter of a first moto, as Bess and Blose battled down to the wire. Bess scored the victory.

Blose came back with a vengeance during the all-important second moto and found his way to the front, then promptly said good-bye for the moto and the overall win. Bess made his way to third but was unable to get around a very stubborn Nick Alvarez, who fought off Bess for a well-earned second-place finish.

Like the mini riders, the Vet classes were full of racers as well. Of the Over 30 competitors, arguably the most well-known was former 125, 250 and 500cc National Champion Jeff Ward. Ward, who won the event 10 years ago to the day at the very same location, participated aboard his Pro Circuit KX250 in the Over 30 Pro class.

Though Ward finished fifth overall, he led the first two laps of the second moto. Unfortunately, as fate would have, bad luck kept him from the win. Instead, YZ400-mounted Terry Fowler recorded the moto and the overall class win.

CN

Glen Helen Raceway San Bernardino, California Results: January 3, 1998 (Round 1)

50 (4-6): 1. Cody Farrar (KTM); 2. Nic Paluzzi (Cob); 3. Blake Baggett (Cob); 4. Dylan Pemberton (Cob); 5. Chris Plouffe (KTM).

50 (7-8): 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Trevor Reis (Cob); 4. Webb Massey (KTM); 5. Billy Ballester (HM).

60 (0-8): 1. Bruce Rutherford (Kaw); 2. Casey Huntley (Kaw); 3. Webb Massey (Kaw); 4. Bryce Terzian (KTM); 5. Donnie Kearney (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Justin Mulford (Kaw); 4. Travis Christenson (Kaw); 5. Jeremy Johnson (Kaw).

80 (7-11): 1. Mike Alessi (Kaw); 2. Chris Blose (Yam); 3. Ryan Royball (Hon); 4. Pablo Quintanilla (Kaw); 5. Jeff Alessi (Kaw).

80 (12-13): 1. Brandon Layton (Yam); 2. Jimmy Nelson (Yam); 3. Kyle Partridge (Suz); 4. Daton Beavers (Kaw); 5. Cale Wallace (Yam).

80 (14-16): 1. Michael Blose (Yam); 2. Shane Bess (Suz); 3. Dylan Lord (Kaw); 4. Nick Alvarez (Hon); 5. Erik Meyer (Yam).

S/MINI: 1. Brandon Layton (Yam); 2. Michael Blose (Yam); 3. Dylan Lord (Kaw); 4. Shane Bess (Suz); 5. Jimmy Nelson (Yam).

125 BEG: 1. Dan Hutchinson (Yam); 2. Corey Murphy (Hon); 3. Todd Eide (Yam); 4. Robert May (Yam); 5. Charles Dana (Yam).

125 JR D-1: 1. Richie Owens (Yam); 2. Matt Condon (Yam); 3. Brent Denton (Yam); 4. Jon Replogle (Kaw); 5. Chad Frank (Yam).

125 JR D-2: 1. Bobby Schuler (Yam); 2. Kris Lavole (Yam); 3. Matthew Prochnav (Suz); 4. Kevin Jennings (Yam); 5. Danny Porter (Hon).

125 INT D-1: 1. Sean Hamblin (Yam); 2. Gerrit Ordeman (Yam); 3. Jonathan Shimp (Yam); 4. Randy Norman (Yam); 5. Dusty Walters (Yam).

125 INT D-2: 1. Chris Thompson (Suz); 2. Tim Weigard (Yam); 3. Justin Mace (Kaw); 4. Ryan Fedorow (Kaw); 5. Kevin Coleman (Yam).

125 PRO: 1. Alessio Chiodi (Hus); 2. Ty Kady (Yam); 3. Travis Preston (Suz); 4. Brett Racine (Kaw); 5. Justin Buckelew (Yam).

SCHBY: 1. Sean Hamblin (Yam); 2. Turbo Reif (Hon); 3. Ross Garcia (Yam); 4. Randy Norman (Yam); 5. Jonathan Shimp (Yam).

250 BEG: 1. Mike Moore (Yam); 2. Henry Hornsved (Yam); 3. Don Replogle (Kaw); 4. Alvino Garcia (Yam); 5. Ryan Shimp (Yam).

250 JR: 1. Tom Replogle (Kaw); 2. Tomas Deleon (Yam); 3. Jason Marcus (Yam); 4. Brian Walker (Kaw); 5. Jim Finerly (Yam).

250 INT: 1. Randy Norman (Yam); 2. Craig Truglio (Kaw); 3. Chris Cooley (Kaw); 4. Calvin Andlovec (Suz); 5. Mike Collier (Kaw).

250 PRO: 1. Rusty Holland (Suz); 2. Travis Preston (Suz); 3. Brett Racine (Kaw); 4. Robert Naughton (Suz); 5. Tyler Evans (Suz).



25+ AM: 1. Jason Larson (Kaw); 2. Steve Pealloni (Suz); 3. Kenny Zahrt (Suz); 4. Mark Allen (Kaw); 5. Mike Smith (Kaw).

25+ MSTR: 1. Dan Berg (Suz); 2. Darren Hoeft (Suz); 3. Cole Gress (Kaw); 4. Joe Hopkins (Suz); 5. Mike Hodges (Suz).

25+ PRO: 1. Terry Fowler (Yam); 2. Billy Mercier (Yam); 3. Robert Naughton (Suz); 4. Dan Moore (Suz); 5. Todd Mitchell (Suz).

30+ INT: 1. Glenn Commans (Yam); 2. Kenny Zahrt (Suz); 3. Rob Engel (Yam); 4. Chris Radzinski (Kaw); 5. Robbie James (Yam).

30+ MSTR: 1. Jon Zahrt (Suz); 2. Dan Berg (Kaw); 3. Darrin Hoeft (Suz); 4. Joe Hopkins (Suz); 5. Troy Lee (Yam).

30+ PRO: 1. Terry Fowler (Yam); 2. Robert

Naughton (Suz); 3. Jon Nelson (Suz); 4. Bryan Nelson (Suz); 5. Jeff Ward (Kaw).

VET BEG: 1. Bill Flag (Hon); 2. Jason Aeck (Yam); 3. Kent Reid (Suz); 4. Skip Palmer (Yam); 5. Kenny Arambula (Yam).

VET JR: 1. Jeff Gianni (Suz); 2. Steve Edwards (Suz); 3. Dave Fontes (Yam); 4. Ed Nemela (Kaw); 5. Tim McEntee (Suz).

O/T AM: 1. Ed Nemela (Kaw); 2. Joel Harriott (Yam); 3. Ken Neitzel (Suz); 4. Tony Schuler (Yam); 5. Pryor Campbell (Suz).

O/T MSTR: 1. Ron Turner (Yam); 2. Kenny Zahrt (Suz); 3. Mark White (Kaw); 4. Jim Diyorio (Yam); 5. Mike Altenhofel (Hon).

WMN: 1. Jennifer Caputo (Hon); 2. Sheene Patterson (Suz); 3. Dawn Rogers (Yam); 4. Bonnie Warch (Yam); 5. Amber Naughton (Yam).

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RM250



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RM125



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RM80



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RM80

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SUZUKI

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Hughes hits the jackpot



Ryan Hughes cashed in at the GFI Racing \$50,000 Invitational SX, held at the Las Vegas Motor Speedway.

By Greg Robertson

LAS VEGAS, NV, JAN. 3

In his last major race on American soil before heading off to contest the 250cc World Grand Prix circuit, Pamo/Honda-backed Ryan Hughes lined his pockets with \$20,000 in cash after winning the combined 125/250cc Pro class during the Las Vegas Events running of the 10th annual GFI Racing \$50,000 Invitational Supercross at the Las Vegas Motor Speedway.

Hughes' big payday did not come easily. Not only did he have to contend with a starting gate full of top 250cc Pros (including past GFI Invitational winners Phil Lawrence and Jeff Emig), he also had to work his way through 25 of the fastest 125cc Pros on hand.

Early in the day, during the running of the Amateur program, there was some concern about the amount of Pro entries, and it was decided to run all the 125cc and 250cc riders in one race and up the winner's share to a cool \$20,000. By the time the Pro practice was ready to start, the number of 125cc entries had swelled to nearly 50. It was too late to switch back to the traditional running of separate 125cc and 250cc classes, so a quick four-lap qualifier was run to narrow the 125cc field down to 25 riders. These 25 riders were given a 25-second head start over the 250cc class at the start of the single-moto main event.

Ivan Tedesco put his YZ125 into the lead as the huge field funneled through the sweeping left-hand first turn in the qualifier that cut the size of the 125cc

Pro class in half. IMS-backed Donald Upton and Kris Rourke held down second and third, respectively, until Tallon Vohland got around them both by the end of lap two.

Vohland quickly closed in on Tedesco and then jumped past him on a step-up jump on the back section of the track to grab the lead that he would control until the checkers fell. Tedesco held off Shawn Perolio for second pick on the starting gate. Upton went down and became a spectator for the rest of the day. Michael Brandes and Mike Brown worked up to finish fourth and fifth, just ahead of Shae Bentley. Nick Wey, Rourke, Chad Sanner and Greg Schnell rounded out the top 10 in the quick qualifier.

When main-event time rolled around, it was Yamaha rider Gio Tedesco with the holeshot, just ahead of Brandes, Bentley and Brad Hagseth.

Brooms were flying as mechanics swept off the cement starting pad for the 250cc class. 25 seconds after the 125s were let loose, the gate dropped for the 250s, with local Pro Jason Partridge leading the way. Heath Voss slid his Honda into second, ahead of Takeshi Koiked, Hughes, Lawrence and Michael York.

Within a lap, Brandes had his Primal Impulse Suzuki running out front. Bentley controlled second place, as Perolio and Brown started moving up through traffic to join the lead group. Partridge was putting in a great ride on his home track, but by lap two Hughes had caught the Suzuki pilot and pushed him back to second place. Hughes was slic-

ing through the 125cc field and by lap three he was running 13th overall.

Up front, Brandes had put about five seconds on Bentley and looked to have the first half of the race well in hand. Bentley had 10 seconds on Brown, who had his hands full with Perolio. Ivan Tedesco was up to fifth, followed by Vohland and Gio Tedesco.

Hughes continued his forward march and was inside the top 10 overall as All-Japan Champion Kyle Lewis made his way around Partridge to hold down the runner-up position in the 250cc class.

In what has become a tradition of the GFI Invitational race, the racers were given a checkered flag and the race was stopped at the midway point for a 10-minute break. The riders were then lined up side by side in the order in which they had received the checkers - the idea being to allow the mechanics to make any last-minute adjustments to the bikes, and also to bunch the riders back up together in an effort to provide closer racing for the spectators. This year, GFI added a \$1000 bonus to the top 125cc and 250cc riders at the midway break. Brandes and Hughes collected the money.

Pole sitter Brandes seemed confident, knowing that in 15 short minutes he could be a whole lot richer.

"I got a pretty good start, then just moved up into the lead and I'm just going for it," said Brandes. "I see the dollars and I want to win."

Judging by announcer Kyle Parson's informal spectator survey, Emig had to be the crowd favorite, but the multi-time champ found himself sitting in about 20th place on the restart line.

"It was a little bit wet on the outside of the first turn, and I wanted to pivot and turn," said Emig. "I slid out and, sure enough, I knew there would be a bunch of bikes coming right behind me, because I was about fifth or so. Lance Smail got my throttle cable caught in his brake lever and all kinds of stuff, and that's not how you want to start out a race."

Brandes jumped out to a three-second lead over Bentley on the restart. Vohland was on the move, passing both Brown and Bentley two laps into the second half of the race. Hughes came from his sixth-place restart to quickly dispose of Ivan Tedesco and then Brown. A lap later, Hughes went under Bentley to control third place.

Meanwhile, Vohland jumped to the inside of Brandes to steal away his line, taking the top spot in the process. Brandes stayed close, but Hughes joined them, making it a three-rider battle for the lead.

Hughes sailed over Brandes in front of the filled grandstands to take over the runner-up position, then dived under Vohland at the end of the same straightaway one lap later to take the lead once and for all. Hughes ended up putting a couple of seconds on Vohland by the time the checkers waved.

Tim Ferry came alive on the last lap, getting around Lewis and then stuffing his way underneath Brandes to steal away third. Ferry then managed to close to within two bike lengths of Vohland at the finish.

"I wasn't looking behind me during the race - I knew I had the speed to go to the front," Hughes said after he was presented with a briefcase stuffed with \$20,000. "I was a little worried about the 125 guys ramming me, because I would have rammed for 20 grand. Everybody rode good and clean, and I think it was a good turnout for all the fans and the riders. I think the riders were a little worried in the beginning of how it was

going to turn out, but I think it was good racing for everybody."

Team FMF's Vohland went home \$10,000 richer for his second-place finish and first-125cc-rider status.

"I got caught up in a pileup in the first turn," Vohland said. "I actually didn't go down, but I had to go off the track and through the banners, so I had a really bad start. I saw the first few guys were getting away but the rest of the pack was staying really close together, so I really pushed hard and I got almost to third at the halfway break. I tried to hold off Ryno, but I couldn't. I tried to keep him close and force him into a mistake, but with that horsepower, after a lap, he started to get away."

Yamaha-mounted Ferry was content with his showing despite a slow start.

"I was feeling pretty good today," said Ferry, who earned \$5800 for his third-place finish. "My Noleen Yamaha was working good, and I'm happy with third. This is the best I've done in any preseason race, so I'm pretty happy, and I'm excited about the Supercross opener at Anaheim next week."

Brandes earned \$3500 for fourth, with Lewis getting a thousand dollars less for fifth. Bentley brought his Split-Fire/Pro Circuit-backed KX125 across for sixth. Seventh went to Ivan Tedesco, with Koiked, Brock Sellards and Voss rounding out the top 10.

CN

Las Vegas Motor Speedway Las Vegas, Nevada Results: January 3, 1999

INVT'L: 1. Ryan Hughes (Hon); 2. Tallon Vohland (Hon); 3. Tim Ferry (Yam); 4. Michael Brandes (Suz); 5. Kyle Lewis (Suz); 6. Shae Bentley (Kaw); 7. Ivan Tedesco (Yam); 8. Takeshi Koiked (Yam); 9. Brock Sellards (Hon); 10. Heath Voss (Hon); 11. Nick Wey (Kaw); 12. Lance Smail (KTM); 13. Shawn Perolio (Kaw); 14. Jeff Emig (Kaw); 15. Michael Young (Yam); 16. Greg Schnell (Yam); 17. Andy Herrington (Yam); 18. Ryan Terlecki (Suz); 19. Michael York (Yam); 20. Jason Partridge (Suz).

50 STK (4-6): 1. Dakota Garner (Cob); 2. Zachary Fussell (KTM); 3. Christopher Proscelle (Cob); 4. Christian Standers (Cob); 5. Casey Mello (Lem).

50 STK (7-8): 1. Ronnie Goodwin (Lem); 2. Cody Cannon (KTM); 3. Andrew Iovino (KTM); 4. Dillan Glendenning (Cob); 5. Nicholas Renzi (Lem).

50 OPEN: 1. Dakota Garner (Cob); 2. Ronnie Goodwin (Lem); 3. Jake Lacey (KTM); 4. Brett Harrison (Cob); 5. Andrew Iovino (KTM).

60 BEG: 1. Chapman Fiene (Kaw); 2. Cory Ayers (Kaw); 3. Tyler Freeman (Kaw); 4. Richard Sterling (Kaw); 5. Andy Straight (Kaw).

60 NOV: 1. Brad Masters (Kaw).

60 INT: 1. Matthew Spencer (Kaw); 2. Greg Fouts (Kaw).

60 OPEN: 1. Robert Memoli (Kaw); 2. Mark Proscelle Jr. (Kaw).

80 F/T: 1. Cory Ayers.

80 BEG: 1. Joshua Pillsbury (Hon); 2. Jason Poulsen (Suz); 3. Michael Raines (Suz); 4. Kyle Chamberlain (Hon); 5. Zack Molitor (Yam).

80 NOV: 1. Scott Theobald (Yam); 2. Kyle Campbell (Yam); 3. Robert Memoli (Yam); 4. Justin Jensen (Yam); 5. Ryan Brown (Suz).

80 INT: 1. Matthew Burris (Yam); 2. Brandon Schlensig (Yam); 3. Tony Westbay (Kaw).

S/MINI: 1. Matthew Burris (Yam); 2. Ty Morrow (Kaw); 3. Justin Jensen (Yam); 4. Brandon Schlensig (Yam); 5. Scott Theobald (Yam).

125 BEG: Brian Pillsbury (Suz); 2. Josh Payne (Yam).

125 NOV: 1. Blake Bukamier (Yam); 2. Nathan Hoffman (Suz); 3. Adam Burris (Yam); 4. Bobby Bloodworth (Hon); 5. Carl Maassberg (Hon).

125 INT: 1. Priem Manuel (Yam); 2. Brandon Barnes (Yam); 3. Akira Kaga (Hon); 4. Cassidy Anderson (Kaw); 5. Dan Defalco (Hon).

125 PRO: 1. Mark Tilley (KTM); 2. Eigo Sato (Suz); 3. Brian Sweany (Suz); 4. Monte Montague (Yam); 5. Darren O'Boyle (Yam).

250 BEG: 1. Art Speecher (Hon); 2. Seth Hoover (Suz); 3. Dosh Pilch (Yam).

250 NOV: 1. Rory O'Neill (Hon); 2. Robert Werschev; 3. Gary Laurent (Kaw); 4. Cory Ayers (Hon).

250 INT: 1. Jeremy Dula (Yam); 2. Jordan Dula (Yam).

250 PRO: 1. Chad Wollaston (Yam); 2. Shinichi Kaga (Hon); 3. Randy Maga (Hon).

25+ BEG: 1. Joel Tokarsky (Kaw); 2. Darrell Armstrong (Hon); 3. Chris Salum (Kaw); 4. Rodney Pugh (Hon); 5. Jeff Kuykendall (Suz).

25+ NOV: 1. Tytgat Kurt (Kaw); 2. Ronnie Smith (Yam).

30+ NOV: 1. Gary Laurent (Kaw); 2. Cory Ayers (Hon); 3. Ronnie Brown (Yam).

30+ INT: 1. Duane Mason Benner (Kaw); 2. Ron Haigwood (Hon); 3. Casey McKinney (Hon); 4. Paul Hensley (Hon).

30+ PRO: 1. Ron Gilbert (Kaw); 2. Randy Maga (Hon).

35+ NOV: 1. Milton Mize (Hon).

35+ INT: 1. Michael Brown (Suz); 2. Matt Hermann (Kaw); 3. Glenn Weidman (Suz).

40+ NOV: 1. Terry Christianson (Hon).

40+ INT: 1. Bobby Hudson (Yam).

By Jim and Valerie Enos

TURLOCK, CA, DEC. 27

Rusty Holland swept both the 125 and 250cc Pro classes at the opening round of the 1999 GFI California Winter Series, but one of the most anticipated races of the day was the 125cc Intermediate race, due to the fact that it would be Ryan Morais' debut racing a 125 - a contest, as it turned out, which he would win. Morais has dominated the 80cc class for several years with back-to-back championships at Loretta Lynn's and the Florida Winter Olympics.

The 250cc Pro-class race started off with Suzuki-mounted Scott Davis taking the holeshot ahead of Evans, Holland, Dean Matson and Jeff Pestana. Davis was soon overwhelmed by Evans and Holland, who sent him back to third, while Matson and Pestana battled for fourth.

Evans and Holland quickly pulled away from the pack, battling each other lap after lap. On the third lap, Holland made his move and passed Evans on a tricky right-hander. Evans, however, stayed glued to Holland's rear fender and even carved out a crafty line across the side of a long tabletop. The line saved Holland precious time lap after lap by keeping him flying low.

Meanwhile, Pestana made his way around Matson up the long straightaway and then passed Davis on the same stretch three laps later to snag third; he then set his sights on the front-runners. The Holland-Evans express was long gone, however, and Pestana settled into a pace to secure third.

With a 20-minute, single-moto format, time was running out for Evans, who followed Holland around the track. As the duo came over the long tabletop, Evans took his low line and took the lead from Holland. Holland returned the favor on the ensuing straightaway to retake the lead and the win. Evans took a well-deserved second, followed by Pestana. Terry Fowler took his big four-stroke Yamaha from a poor start to fourth, and Davis rounded out the top five.

"I was pretty tight and haven't had much time on the 250," said Holland about his win. "I'm a lot more comfortable on my 125. Tyler (Evans) rode good and kept me moving the whole moto."

Evans was a little disappointed.

"I had him (Holland) over that tabletop that I was cutting," he explained, "but he block-passed me coming out of the next corner. I was so tired that I had nothing left on the last lap."

The 125cc Pro-class race saw Yamaha-mounted Dean Matson rail the first turn, followed by Pestana, Dan Paladino, Evans and Holland. Pestana fell victim to a crash that set him back a ways, while Holland blew through the whoop section to take over the lead from Matson. Holland, admittedly more comfortable on a 125, checked out and quickly opened up a sizable lead. Evans made his way past Matson over a tabletop for third and then outgunned Paladino through the whoops to take over second. Evans then set about catching Holland, but he found the task rather difficult; as Holland set a blistering pace that Evans simply could not match.

Meanwhile, back in the pack, Kawasaki riders Jeff Northrop and Brett Racine hooked up and sliced their way through the pack to eventually secure the fourth and fifth positions, respectively. Paladino held down third.

As the moto wound down, Northrop reeled in Paladino and got within a few

(Right) Rusty Holland ended '98 with wins in the 125 and 250cc classes at round one of the GFI Winter Series North in Turlock, California. (Below) Tyler Evans ran strong all day but was unable to beat Holland to the checkers.

Holland sweeps,



Morais debuts



ited the lead. After blowing through the whoops, Morais quickly opened up a lead that would steadily increase lap after lap. Meanwhile, Quinn and Tierney tangled in a left-hander and both riders went down, and Mertens and Heess seized the opportunity to take over second and third.

Heess did his best to pass Mertens but had no success. Santoro made his way up into fourth after battling with Dawson, who had gone down. Truglio battled with Andlovec for fifth. The two duked it out to the wire.

Out front and taking the checkered flag with a huge margin of victory was an elated Morais, who was followed by Mertens, Heess, Santoro and Andlovec. The overall results, due to the two-division format, gave Morais the win, followed by Mertens, Santoro, Andlovec and Heess.

"I'm not nervous now," said Morais. "I thought I had the holeshot but Quinn flat-tracked it down the start, but I got him on the downhill triple. I want to thank my brother Cory; he didn't ride and was my mechanic for the day." **CN**

Oatfield Raceway Turlock, California Results: December 27, 1998 (Round 1)

Pee Wee Track

50 F/T (0-8): 1. Joshua Phillips (KTM); 2. Vincent Gully Jr. (Yam); 3. Kyle Koehler (Yam); 4. Kyle Kruenegel (KTM); 5. Trevor Haue (KTM).

50 P/W JR: 1. Calvin LaCuffelle (Yam); 2. Tucker Hopson (Yam).

50 STK (4-6): 1. Christian Standers (Cob); 2. Andrew Haskett (Hus); 3. Dylan Padilla (KTM); 4. Tyler Kruenegel (KTM); 5. Dylan Fernandes (KTM).

50 MOD (4-6): 1. Stuart Luper (Yam).

50 STK (4-6): 1. Cary Kotowski (KTM); 2. Crystal Layton (KTM); 3. Logan Cohen; 4. Travis Hopson (KTM).

50 MOD (7-8): 1. Michael Flores (Cob); 2. Matt Hazel (Yam).

50 OPEN (7-8): 1. Ty Keenom (Cob).

Main Track

50 STK (4-6): 1. Scotty Craven (Lem); 2. Ty Keenom (Cob); 3. Joshua Greco (KTM); 4. Tyler Kruenegel (KTM).

50 STK (7-8): 1. Richie Thomas (Cob); 2. Cody Jackson (KTM); 3. Nicholas Baker (Cob); 4. Travis Hopson (KTM); 5. Logan Cohen.

50 OPEN (7-8): 1. Josh Duppong (KTM); 2. Michael Flores (Cob); 3. Brandon Nicholson (KTM); 4. Cary Kotowski (KTM).

60 F/T: 1. John Sprague (Kaw); 2. Justin Koehler (Kaw).

60 BEG: 1. Tyler Freeman (Kaw); 2. Joey Harris (Kaw); 3. Bryce Huffman (Kaw); 4. Matthew Kent (KTM); 5. Marcus Bradshaw (Kaw).

60 NOV: 1. Kyle Parino (Kaw); 2. J.D. Moore (Kaw); 3. Beau Weigand (Kaw); 4. Justin Enos (KTM); 5. Denver Edwards (Kaw).

60 INT: 1. Matthew Spencer (Kaw); 2. Greg Fouts (Kaw).

80 F/T: 1. Michael Thomason (Hon); 2. Kevin Starkweather (Yam); 3. Stephan Tarpley (Yam); 4. Matt Fezette (Kaw).

80 BEG: 1. Court Tiede (Hon); 2. Danny Harris (Kaw); 3. Kyle Parino (Kaw); 4. Kyle Kent (Kaw); 5. Jeremy Kneisly (Kaw).

80 NOV: 1. Daniel Sani (Hon); 2. Andy D'Arrigo (Suz); 3. Josh Cox (Yam); 4. Adam Kowalczyk (Suz); 5. Mike Matson (Yam).

80 INT: 1. Matt McCrummen (Yam); 2. Steven Hernandez (Yam); 3. Eric McCrummen (Yam); 4. Charlie Morrison (Yam); 5. Nick Jarrett (Hon).

5/MINI: 1. Matt McCrummen (Yam); 2. Charlie Morrison (Yam); 3. Daniel Sani (Hon); 4. Mike Matson (Yam).

125 BEG: 1. Ryan Philpott (Yam); 2. James Wright (Suz); 3. Michael Carnes (Yam); 4. Justin McReynolds (Yam); 5. Govina Rae (Yam).

125 NOV: 1. John Replogle (Kaw); 2. Billy Jurevich (KTM); 3. Christopher Loreda (Yam); 4. Simon Temmerman (Yam); 5. Adam Baca (Kaw).

125 INT D-1: 1. Ryan Morais (Yam); 2. Steve Mertens (Yam); 3. Jeremy Santoro (Yam); 4. Calvin Andlovec (Suz); 5. Kenny Heess (Hon).

125 INT D-2: 1. Keith Verdin (Yam); 2. John Carilli (Suz); 3. Zach Woodward (Kaw); 4. Mikie Northrop (Kaw); 5. J.J. Cummings (Suz).

125 PRO: 1. Rusty Holland (Suz); 2. Tyler Evans (Suz); 3. Dan Paladino (Yam); 4. Jeff Northrop (Kaw); 5. Brett Racine (Kaw).

250 BEG: 1. Dan Replogle (Hon); 2. Jason Cameron (Yam); 3. Derek Cheney (Hon); 4. John Deardorf (Kaw); 5. Michael Carnes (Yam).

250 NOV: 1. Craig Humphrey (Yam); 2. Jon Replogle (Kaw); 3. Billy Jurevich (KTM); 4. Christopher Loreda (Yam); 5. Brian Gardner (Suz).

250 INT: 1. Randy Norman (Yam); 2. Jeremy Santoro (Yam); 3. Craig Truglio (Kaw); 4. Chris Vendly (Suz); 5. Dieter Temmerman (Suz).

250 PRO: 1. Rusty Holland (Suz); 2. Tyler Evans (Suz); 3. Jeff Pestana (Yam); 4. Terry Fowler (Yam); 5. Scott Davis (Suz).

500 PRO: 1. Nathan Woods (Yam); 2. Terry Fowler (Yam); 3. Dustin Bloomfield (Yam); 4. Jeff Brownlee (Yam); 5. Jon Nelson (Yam).

25+ NOV: 1. Steve Thinger (Hon); 2. Brian Gardner (Suz); 3. Rodney Jared (Hon); 4. Greg Lepesh (Yam); 5. John Moore (Hon).

25+ INT: 1. Geoff Woods (Suz); 2. Mike Hodges (Suz); 3. Kevin Wise (Yam); 4. Shane Verdin (Kaw); 5. Troy Cardiel (Suz).

25+ EX: 1. Rick Ryan (Suz); 2. Jeff Pestana (Suz); 3. Dan Moore (Suz); 4. Jon Zahrt (Suz); 5. Mike Johnson (Suz).

30+ BEG: 1. Tommy Shinn (Hon); 2. Allen Blanco (Yam); 3. Aaron Garfinkel (Yam); 4. Mike Rivas (Hon); 5. Michael Flores (Yam).

30+ NOV: 1. David Harvey (Kaw); 2. R.K. Field (Suz); 3. Jeff Becker (Yam); 4. George Horne (Hon); 5. Craig Ranells (Yam).

30+ INT: 1. Mike Hodges (Suz); 2. Skip Guinn (Kaw); 3. Shane Verdin (Kaw); 4. Kenny Zahrt (Suz); 5. Geoff Woods (Suz).

30+ EX: 1. Jon Zahrt (Kaw); 2. Merle Hammer (Kaw); 3. Bob Shimp (Yam); 4. Joe Root (Suz); 5. Wayne Zahrt (Suz).

30+ PRO: 1. Jeff Pestana (Suz); 2. Rick Ryan (Suz); 3. Terry Fowler (Yam); 4. Jon Nelson (Suz); 5. Kevin Cordua (Hon).

35+ NOV: 1. Jim Enos (Suz); 2. Craig Ranells (Yam); 3. Rob Woehle (Hon); 4. Randy Lynch (Yam); 5. Rick Cervantes (Kaw).

35+ INT: 1. John Moore (Hon).

40+ NOV: 1. Ed Pegada (Hon); 2. Bobby Lynch (Yam); 3. Tim Donaldson (Kaw); 4. David McCandless (Hon); 5. Nick McKinnon (Yam).

40+ INT: 1. Dave Brillant (Yam).

40+ EX: 1. Kenny Zahrt (Suz); 2. Alan McGehee (Yam); 3. Joe Root (Suz); 4. Bob Shimp (Yam); 5. David Zahrt (Suz).

WMN: 1. Heidi Henry (Suz).



Frank fastest at GFI Motocross

By Greg Robertson

PERRIS, CA, DEC. 12

YZ125-mounted Chad Frank was nothing short of spectacular as he dominated the 125cc Novice class at round four of GFI Racing's 10 Year Anniversary Super Saturday Series, held at Perris Raceway.

Frank's reign started as soon as the gate dropped in the first moto, as he snaked the holeshot ahead of Kenny Maddox and Scott Coleman. Jed Herring gated midpack, but by lap three he had worked his way up to pass Maddox for the runner-up position. Herring was the only other 125cc Novice who was able to keep Frank in sight, as the duo separated themselves from the field.

In the end, it was the Simi Valley Cycles/The Racers Edge/Chuy's Racing-sponsored Frank with the victory over Herring. Maddox earned third, a safe distance ahead of Chad Rozanek and Coleman.

The second-moto start was a repeat of the first, with Frank quickest out of the gate, followed by Maddox, Patrick Terry and Rozanek. While Frank reeled off one uncontested lap after another, a good battle for second place raged on between Maddox and Rozanek. Herring proved to be one of the fastest riders on the track, as he came from a near-last-place start to pass Rozanek for second place on lap seven.

Frank's lead was insurmountable, even for Herring, as he cruised across the finish for a sweep of the class. Herring took home the second-place trophy with a well-deserved 2-2 score. Rozanek went 4-3 to beat out the 3-4 of Maddox.

Jay Clark went wire to wire for the 250cc Beginner first-moto win, with Zac Marquez returning to win the second moto with a huge lead while Clark recorded a DNF. Alex Ochoa worked up through the pack to go 4-2 for second overall behind Marquez.

Anthony Bruscella rode a pair of Yamahas to wins in the 80cc Open/Expert and Supermini



(Above) Chris Srenkel (33) and Josh Tupa (382) battle for the holeshot in 125cc Intermediate competition at Carlsbad Raceway. Srenkel went 1-1 for the overall win. (Left) Chad Frank swept the 125cc Novice class with two moto wins at round four of GFI's Super Saturday series, held at Perris Raceway.

classes. Bruscella split moto wins with Mickey Griffin in the Expert ranks, then returned to top Griffin both times out in the Supermini wars. Kevin Breid used a 3-4 score for third overall, ahead of Michael LaPaglia and Brent Line.

Results

50 (4-6): 1. Bryce Stewart (KTM); 2. Ricki Kincer.
50 (7-8): 1. Richard Sterling (KTM); 2. Scott Gilbert (Kaw).
60 F/T: 1. George Jeffers (Kaw); 2. Justin Falk (Kaw).
60 BEG: 1. Aaron Breid (KTM); 2. Mickey Griffin (Yam).
60 INT: 1. Michael LaPaglia (KTM); 2. Mike Serrato (Yam); 3. Jason Cuffel (Yam); 4. Ray Olivo (Yam).
80 NOV: 1. Kevin Breid (Yam); 2. Jeff Vaughn (Yam); 3. Steven Forsythe (Yam); 4. Michael LaPaglia (Suz); 5. Bryan Minter (Suz).
80 INT: 1. Zac Wray (Yam); 2. Brent Line (Yam); 3. Tyson Burmeister (Yam).
80 EX: 1. Anthony Bruscella (Yam); 2. Mickey Griffin (Yam).
S/MINI: 1. Anthony Bruscella (Yam); 2. Mickey Griffin (Yam); 3. Kevin Breid (Yam); 4. Michael LaPaglia (Suz); 5. Brent Line (Yam).
WMN: 1. Alisa Wallingsford (Kaw).
125 BEG: 1. Israel Ochoa (Suz); 2. Matt Dymond (Yam); 3. Kevin Holmes (Suz); 4. Damien Rutledge (Suz); 5. David Boyse (Yam).
125 NOV: 1. Chad Frank (Yam); 2. Jed Herring (Yam); 3. Chad Rozanek (Suz); 4. Kenny Maddox (Yam); 5. Scott Coleman (Yam).
125 INT: 1. Sean Hamblin (Yam); 2. Kevin Coleman (Yam); 3. Ryan Fedorow (Kaw).
125 PRO: 1. Donald Upton (Hon).
250 BEG: 1. Zac Marquez (Hon); 2. Alex Ochoa (Suz); 3. David Dymond (Kaw); 4. Richard Kearney (Yam); 5. Jay Clark (Kaw).
250 INT: 1. Bomber Hernandez (Yam).
250 PRO: 1. Shinichi Kaga (Hon).
25+ BEG: 1. Morgan Secor (Hon); 2. Jeffrey Paull (Kaw).
30+ BEG: 1. Jeff Millard (Yam); 2. Richard Kearney (Yam).
30+ NOV: 1. Jay Pavlovic (Hon); 2. C.T. Falk (Yam); 3. Jay Clark (Kaw); 4. Anthony Rose (Yam); 5. D.R. McCain (Yam).
30+ INT: 1. Bryan Davis (Yam); 2. Greg Pierce (Yam); 3. Randy Skinner (Suz).
40+ NOV: 1. Willy Haney (Suz); 2. Tim Williams (Kaw); 3. Jeffrey Arzouman (Yam).
40+ EX: 1. Brent Wallingsford (Kaw).

Srenkel steals Carlsbad MX victory

By Kirk Chandler

CARLSBAD, CA, DEC. 19

Chris Srenkel held off late-moto charges by Josh Tupa to claim both motos in the 125cc Interme-

diated class on a stormy day in Southern California. For the first time in many years, the track started off dry and became a slippery quagmire that had track crews scrambling to cut off the lower part of the downhill for the Mini class.

The holeshot of the combined 125cc Intermediate class and the 125cc Novice class was grabbed by Srenkel, who was followed by Tupa and Geoff Walters. Walters and Tupa locked bars, allowing Novice-class leader Kenny Sievers to momentarily pass for the overall lead. Srenkel wanted none of that and pulled a giant lead over the pack. Tupa was on a mission and made it back up to second by the bottom of the uphill. The damage had been done, however, as Srenkel had a comfortable five-second lead by the end of the first lap.

As the 125cc Intermediates began to put track space between themselves, Sievers, the Novice-class leader, was being dogged by Mike Horvath. Horvath's persistence allowed him to get by and put a gap over the rest of the Novice field. Meanwhile, Srenkel took the checkers, with a hard-charging Tupa right on his rear fender. Walters finished third.

Horvath was next to crest the top of the infamous "Devil's Drop," gaining the Novice win. Sievers finished a couple of bike lengths back, followed by third-place finisher Pat Hawley.

During the second moto, a slight rain began to fall over Carlsbad Raceway, but the races went on and Srenkel and Tupa went at it again, with Srenkel taking the advantage by the time the pack passed the horseshoe. The lead did not last long, as Srenkel overjumped the infield tabletop, almost allowing Tupa to shoot by for the lead.

Horvath was leading the Novice class, meanwhile, followed closely by Walters and Sievers.

This time out, Srenkel could not manage to lose Tupa, and they stayed within two seconds of one another for most of the moto. The best dicing on the track, however, was between Horvath and Walters, who battled throughout the entire moto. Horvath took the advantage after outjumping the Intermediate rider down the downhill.

When the white flag came out, so did the rain. The track began to get even more slick as the blue grooves became covered in slimy Carlsbad mud. With less than a lap to go, Tupa made his final charge, coming within a bike length of Srenkel before the lap was over. Horvath held off Walters and captured the win in the 125cc Novice class, with Sievers coming around in second, followed by Adam Fichtelman, who was a couple of turns behind the front-runners.

Results

80 BEG: 1. Tyler Keefe (Yam); 2. Jenny Mairana (Yam).
80 NOV: 1. Tristan Kallas (Yam); 2. Justin Herrman (Yam); 3. Brandon Ellingson (Hon).
125 BEG: 1. Dwight Ketchum (Hon); 2. Pat Kearney (Suz); 3. Damien Campos (Yam).
125 NOV: 1. Mike Horvath (Suz); 2. Kenny Sievers (Yam); 3. Adam Fichtelman (Yam); 4. Pat Hawley (Suz); 5. Daniel Ben (Yam).

125 INT: 1. Chris Srenkel (Suz); 2. Josh Tupa (Yam); 3. Geoff Walters (Yam).

250 BEG: 1. Zac Lindberg (Yam); 2. Lance Hamel (Kaw); 3. Chapman Katz (Yam); 4. Anthony Campagna (Yam); 5. Sean Pehr (Hon).

250 NOV: 1. Josh Eder (Hon); 2. Mike Clark (Yam); 3. Nick Hastings (Yam).

250 INT: 1. D.R. Clement (TM); 2. Glen Cunningham (Hon); 3. Billy Arnone (Yam).

OPEN NOV: 1. John Taylor (Yam); 2. Eric Christiansen (Yam); 3. Adam Fichtelman (Yam).

30+ BEG: 1. Anthony Campagna (Yam); 2. Paul Terry (Yam); 3. Lauren Bailly (Yam).

30+ NOV: 1. David Jennings (Hon); 2. Marcus Havings (Hon); 3. Tim Dunaway (Suz).

30+ INT: 1. Rob Wilshire (Hon); 2. Mike Hibner (Yam); 3. Bill Keefe (Yam).

30+ EX: 1. Nathan Pittman (Yam); 2. James Ridder (Yam); 3. Vic Walker (Yam).

40+ NOV: 1. Richlam Muller (KTM); 2. Rod Hendrickson (Yam); 3. Zach Lindberg (Yam); 4. Monty Sanders (Hon); 5. Paul Ellingson (Hon).

40+ INT: 1. William Prario (Kaw); 2. Allen Ortiz (Hon); 3. Max Galliger (Hon).

40+ MSTR/EX: 1. Ron Ruff (Suz); 2. Paul Vogelsang (Yam); 3. Daniel Davalos (Suz).

50+ OPEN: 1. Dennis Middleton (Yam); 2. Chuck Rouse (Yam); 3. Malcolm McCassey (Yam).

4-STRK: 1. Hootie Davis (Yam).
BMBR EX: 1. Hootie Davis (Hon).

Middleton and Spearing rule at CMXR

By Bob Alloy

CARLSBAD, CA, DEC. 19

CMXR gave the Riverside OTMX a nice gift: no admission charges for a day of racing at Carlsbad Raceway. Some 48 appreciative racers took advantage of this generous arrangement and showed up to compete on the historic Carlsbad circuit.

Masters-class competitor Dennis Middleton continued his winning ways, with first-place finishes in both motos. Malcolm McCassey ended up second in both motos.

Chuck Rouse of the Expert class began his day by taking the lead out of the first turn and keeping it until lap four. After a less-than-stellar start, George Spearing started passing riders and raced his way past Rouse and into the prized first-place spot. Ray Guilbeau also got around Rouse to take second-place honors. Rouse ended up third.

Moto two started with Rouse quickly getting into the lead again and Mike Brooks following him for four laps. Spearing sped up and passed both of them at the top of a long downhill and carried his lead to another first-place finish. Second place was claimed by Guilbeau, and Rouse again crossed the finish line in third place.

In amateur action, Gabriel Gutierrez had the lead position at the beginning of moto one, but by lap two Dennis Rosenberg had powered his YZ400 into the lead to win the race. KTM-mounted Barry Hale put the pass on Gutierrez in the last lap and claimed second. The move put Gutierrez into third.

The second moto began with John Clemens

grabbing the holeshot and the lead on the first lap, but Hale flew into the lead on the second lap. Hale took the point all the way to the finish. Clive Cheffins powered his Yamaha into second place, and Frank Derby took third.

Novice racer Phil Blackburn maneuvered his KTM into the lead and maintained it for four laps until Barry Simon took over. Simon took the checkers, followed by Blackburn. John Webb, who tangled with other riders at the start, captured third.

Simon continued his winning ways and took first place in moto two. Webb was able to stay away from other riders to claim second place. Asker Larnkjaer had bad luck in moto one but took third place in the second moto.

Results

NOV: 1. Barry Simon (Hon); 2. John Webb (Hon); 3. Phil Blackburn (KTM).
AM: 1. Barry Hale (KTM); 2. Dennis Rosenberg (Yam); 3. Clive Cheffins (Yam).
EX: 1. George Spearing (Kaw); 2. Ray Guilbeau (Yam); 3. Chuck Rouse (Yam).
MSTR: 1. Dennis Middleton (Yam); 2. Malcolm McCassey (Yam).

Ducray dynamite at Lodi marathon

By Mike Law

LODI, CA, DEC. 6
Eric Ducray of Sacramento arrived a stranger to the famous Lodi Cycle Bowl clubgrounds, but he left a winner, as he bested newcomers and regulars at the first of three marathons amid less-than-perfect weather conditions.

"It was definitely challenging," Ducray said of the muddy race track. "It was a major effort to keep it up on two wheels. The basic strategy was to get a good start, make a good pit stop, and keep chugging away."

Although the 250cc riders turned quicker lap times due to the rapidly changing and drying track conditions, the Open- and Vet-class riders clearly had their work cut out for them. Many motocrossers came to Lodi to challenge the track's seasoned veterans on the approximately one-mile course. Randy Pockrandt scored the first overall win despite a hard-fought challenge by local dirt tracker Toby Jorgensen.

More than a dozen 60cc-, 80cc- and 100cc-class riders lined up for the final race of the day, with Tony Sherman and A.J. Jorgensen turning the most laps overall aboard the small two-strokes. Cloyce Holland took home the top 100cc honors, ahead of a multitude of talented riders such as Clay Patterson and Kenny Carlotta.

Results

60: 1. Jason Grewe.
80: 1. Tony Sherman; 2. A.J. Jorgensen; 3. Bryce Aebi; 4. Stewart Barber Jr.; 5. (TIE) Brad Patterson/Alyssa Brionez/Rebecca Law.
100: 1. Cloyce Holland; 2. Clay Patterson; 3. Kenny Carlotta; 4. Ron Patterson/Rick Patterson.
125: 1. Joe Newell; 2. Larry Pacini.
250: 1. Eric Ducray; 2. Dennis Kritzer; 3. Erik Kohler; 4. Jose Aguilar; 5. Billy Ray/Keith Rhodes.
VINT: 1. Joe Newell.
VET: 1. Randy Pockrandt; 2. Duane Scott; 3. Dave West; 4. Robert Woehrl; 5. Darryl Cully.
SR: 1. Richard Zakrzewski/Perry Sherman; 2. Alan McGehee.
OPEN: 1. Toby Jorgensen.

Spencer smokes at Barn Burner Short Track

By Mykeal Clark

SAN JOSE, CA, DEC. 12
The round-five win of the Barn Burner indoor short-track series went to series points leader Rod Spencer. Starting from the back row, Spencer worked his way around eight other Pro-level racers to claim his fourth win of the year.

Finishing a strong second was Dan Reger, and in the third slot was Mike Kunsman. Kunsman also won the Vet Expert race over Ken Wedingfeld. Louis Canepa won the Vet Junior main with a smooth and steady run to the front, passing second-placed Pat McCray and Lynette Wosick along the way.

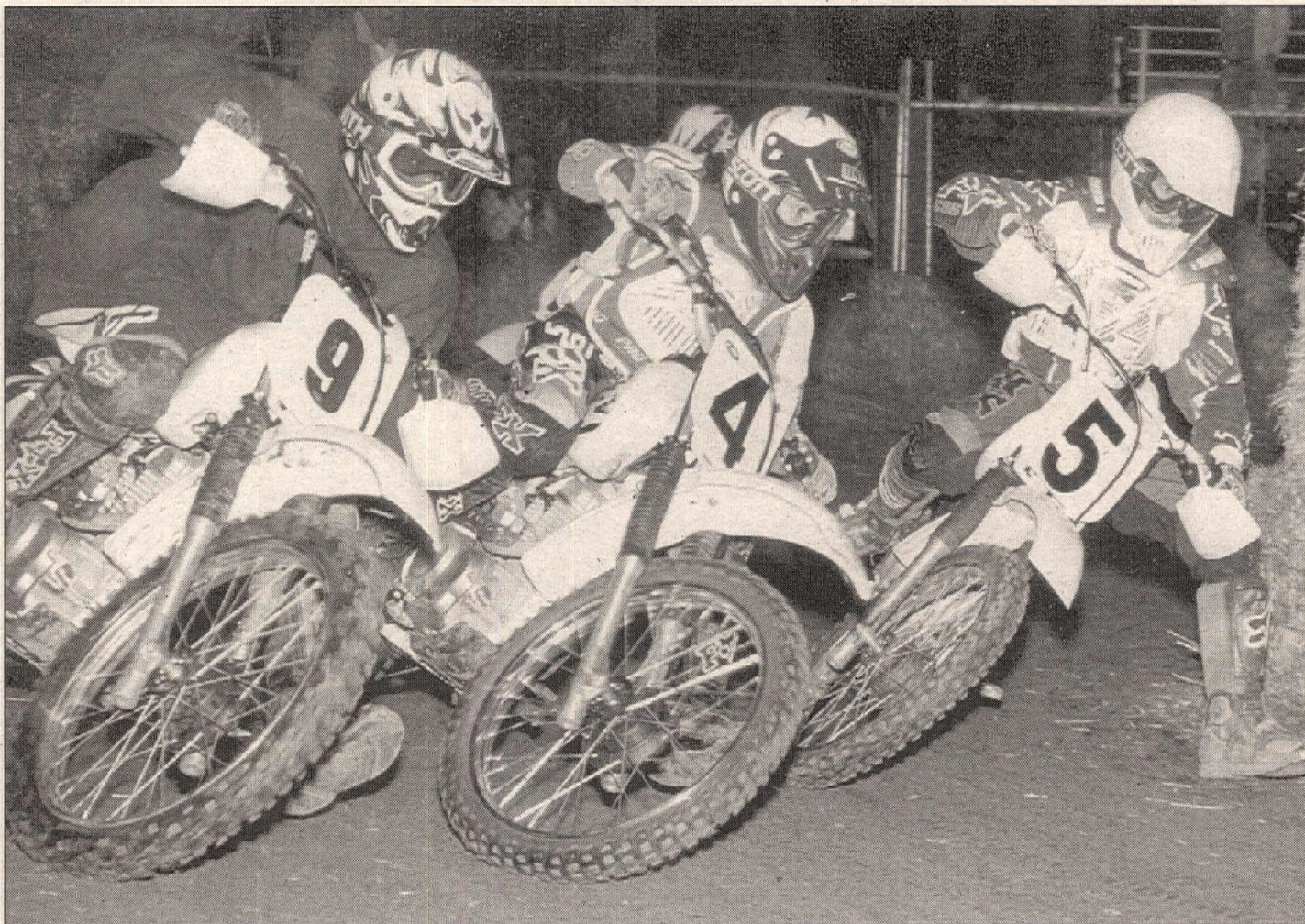
The event was the first race in the Barn for Wosick, and she did a great job, giving the fellas fits as she raced to finish third in the main. Scott Heywood won the Over 16 Junior class. Heywood now sports a 22-point lead in the class. Jesse VanKol finished second in class and stands second in the points battle.

Bradley Spencer Jr. became a first-time winner in the ultra-competitive Over 16 Novice Modified class.

The Mini Trail race boasted nine racers in the main event. The win went to Robbie Cadwallader.

Eric Carrillo won his main event in the Under 16 Junior Modified class. The win marked three out of four mains that Carrillo has won in the series.

Another first-time winner was 60cc-class



racer Bruce Paulson. Allyssa Jensen resumed her wining ways, posting a win in the Pee Wee Powder Puff race. Jensen is the class points leader. Damon Iwanaga won his third main in a row in the Pee Wee division. The young racer was lapping traffic at the midpoint of the race, putting on quite a show for the fans. Other first-time Pee Wee race winners were Bendi Seoud, Ryan Stevens and Jess Garcia.

Results

P/W (0-5) D-1: 1. Jess Garcia (Yam); 2. Jeff Hodges (Suz); 3. Bobby Caldeira (Yam); 4. Ryan Murphy (Yam); 5. Miles Andrews (Yam).
P/W (0-5) D-2: 1. Ryan Stevens (Yam); 2. Jerry Blake Jr. (Yam); 4. Nickolas Seoud (Yam); 4. Anthony Berstianos (Yam).
P/W C D-1: 1. Damon Iwanaga (Yam); 2. Colton Glimski (Yam); 3. Erich Stender (Yam); 4. Michael DePrima (Hon); 5. Anthony Alves (Yam).
P/W C D-2: 1. Chad Cosle (Yam); 2. Brittney Lee (Yam); 3. Mark Browne (Yam); 4. Danielle Caldeira (Yam); 5. Bradley Hill (Hon).
P/W PP: 1. Allyssa Jensen (Yam); 2. Danielle Caldeira (Yam); 3. Danika Brunelli (Yam).
P/W MOD: 1. Bendi Seoud (KTM); 2. Mark Browne (Lem); 3. Ashley Sanchez (Itt); 4. Allyssa Jensen (Yam).
60 D-1: 1. Bruce Paulson (Kaw); 2. Stevie Bonsey (Yam); 3. Dan Wiedel (Kaw); 4. Shaun Andrews (Kaw); 5. Frankie Garcia (Kaw).
60 D-2: 1. Jason Grewe (Kaw); 2. Robert Smith (Kaw); 3. Stevie Hall (Kaw); 4. Daniel Gottfeld (Kaw).
70: 1. Brad Patterson (Hon); 2. D.J. Ulloa (Hon); 3. Elliot Miller (Hon); 4. Matti DeLange-Ortiz (Hon).
80: 1. Ryan Foster (Hon); 2. Jeff Lindahl (Hon); 3. Vance Deemer (Suz); 4. Jacob Sanchez (Suz); 5. Kenny Carlotta (Yam).
100 (0-16) NOV STK: 1. Clay Patterson (Hon); 2. Al Cancilla (Hon); 3. Kenny Carlotta (Hon); 4. Chris Touchatt (Hon); 5. Richard Ludorff (Hon).
100 (0-16) NOV MOD: 1. Rodney Spencer Jr. (Hon); 2. Geoff Wiedel (Hon); 3. Mike Rush (Hon); 4. Matthew DeCamp (Hon); 5. Colt Wells (Hon).
100 (0-16) JR MOD: 1. Eric Carrillo (Hon); 2. Freddy Poli (Hon); 3. Matt Browne (Hon); 4. Scotty Alves (Hon).
100 (16+) NOV STK: 1. Joe Carrillo (Hon); 2. Mike Besemer (Hon); 3. Steve Hall (Hon); 4. Tim Horwood (Hon); 5. Graham Yates (Hon).
100 (16+) NOV MOD: 1. Bradley Spencer Jr. (Hon); 2. Paul Brunelli (Hon); 3. Lynette Wosick (Hon); 4. Josh Devonshire (Hon); 5. Derek Overkamp (Hon).
100 (16+) JR: 1. Scott Heywood; 2. Jesse VanKol (Hon); 3. Ryan Chamberlin (Hon); 4. Ryan Devonshire (Suz); 5. Chris Canepa (Hon).
100 (40+): 1. Tim Alarcon (Hon); 2. John Figas (Hon); 3. John Poton (Hon); 4. Ron DeMario (Hon); 5. Bruce Paulson (Hon).
MINI TRAILS: 1. Robbie Cadwallader (Hon); 2. Rory Muscatell (Hon); 3. Robert Hilton (Hon); 4. Mike VanLienden (Hon); 5. Bill Arbogast (Hon).
100 VET JR: 1. Louis Canepa (Hon); 2. Pat McCoy (Hon); 3. Lynette Wosick (Hon); 4. John Morrison (Hon); 5. Robert Hilton (Hon).
100 VET EX: 1. Mike Kunsman (Hon); 2. Ken Wedingfeld (Hon); 3. Brad Spencer (Hon); 4. Troy DeHerrera (Hon).
100 PRO: 1. Rod Spencer (Hon); 2. Dan Reger (Hon); 3. Mike Kunsman (Hon); 4. Brad Spencer (Hon); 5. Ken Wedingfeld (Hon).

Earl duke of Rock House HS

By Sam Gammon

MORGANTON, NC, DEC. 20

Sunny skies and a great track brought out more than 250 riders for the second round of the Victory Sports-promoted Interstate Hare Scrambles Series. Victory Sports made the commitment to

(Above) Clay Patterson (9), Kenny Carlotta (4) and Chris Touchatt (5) jockey for the lead in the first turn of the Under 16 Stock class at round five of the Barn Burner short-track series in San Jose, California. (Right) Vance Earl captured the overall win at the Rock House Hare Scrambles in Morganton, North Carolina.



Hare Scrambles Racing and purchased the latest in computer scoring systems, allowing the riders to enjoy fast race results.

Suzuki-mounted Vance Earl again set the standard for the remainder of the Pro class, as he led every lap of the event. Stephen Edmondson ran second early in the race, but Lester Partlow worked his way through the pack from a bad start and pressured Earl for three laps.

The lead pack's lap times were just over 20 minutes as they went wheel to wheel for almost the entire race. On the last lap, Earl got a 20-second lead on Partlow and cruised to the overall win.

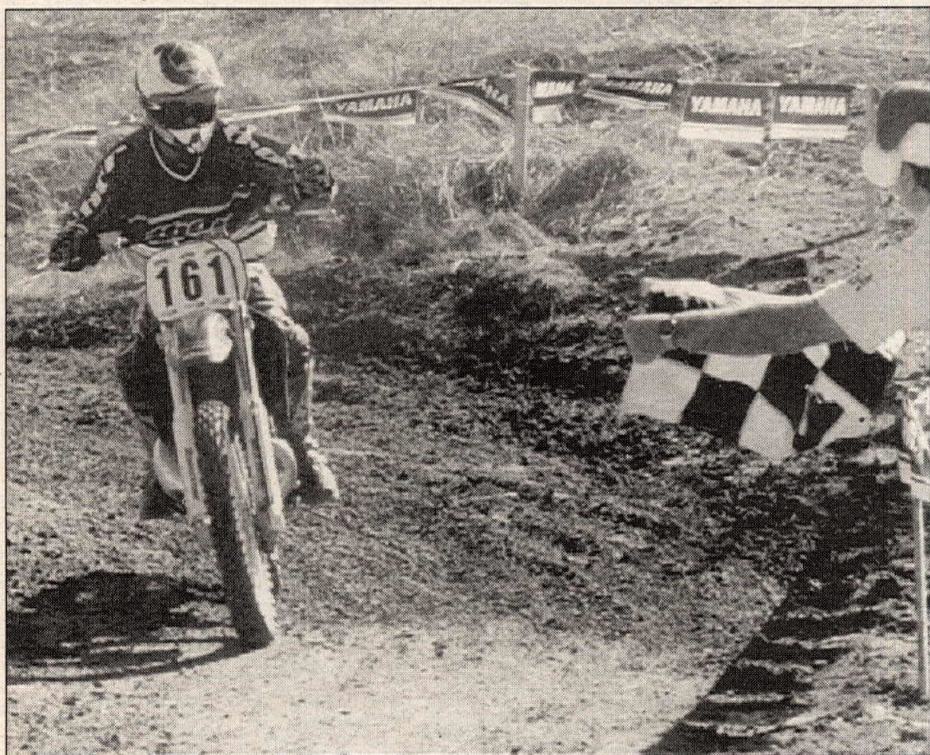
Brad Hamrick was the fastest non-pro rider at the event, as he finished eighth overall and first place in the 250cc class, beating second-placed Tim Luckadoo by five minutes. Buren Hamrick, Brad's father, finished four

minutes behind his son, as he smoked the Over 40 class.

The hard-luck story of the day was that of Wayne Beaty, who contested the Over 48 class. Beaty was leading the class, as he does at most events, when he ran out of gas on the last lap. His buddy, Harry Greenlee, stopped to help, and between the two of them, they managed to ruin Beaty's goggles and helmet trying to get something to hold gas long enough to get it into the tank. In the end, they also managed to fill his carburetor with helmet foam. Beaty did not win the class, but he still managed to finish fifth.

Results

PRO: 1. Vance Earl (Suz); 2. Lester Partlow (ATK); 3. Stephen Edmondson (Kaw); 4. Dustin Beaty (Suz); 5. Matt Beaty (Yam).
125: 1. Brandon Noffz (Hon); 2. Josh Nowell (Yam); 3. Thomas Grogg (Yam); 4. P.A. Heavner (Kaw); 5. Billy Miller (G-G).
250: 1. Brad Hamrick (Yam); 2. Tim Luckadoo (Suz); 3. Mike Bradshaw (Kaw); 4. Ty Shipley (Hon); 5. Jerry Ramey (Kaw).



OPEN: 1. Billy Chapman (Hon); 2. Mitchell Walsh (Kaw); 3. Ricky Huffmon (Kaw); 4. Steve Cooke (KTM); 5. Allen Perry (Hon).

25+: 1. Mike Douglas (Suz); 2. Riley Hoke (Hon); 3. Jon Geiman (Kaw); 4. Bryan Hensley (Suz); 5. David Finley (KTM).

4-STRK: 1. Glen Holcomb (Yam); 2. Richard Henry (Hon); 3. Luke Greenward (Kaw); 4. Stephen Croy (Hon); 5. Donald Osborne (Hon).

30+: 1. Jody Main (Yam); 2. Randy Greene (KTM); 3. B.J. Moretz (Yam); 4. Glen Chase (Kaw); 5. Ricky McReynolds (Hon).

35+: 1. Cliff Perrell (Yam); 2. Jimmy Pratt (Kaw); 3. Randy Fink (Yam); 4. Carl Ennis (G-G); 5. Kike Culler (Yam).

40+: 1. Buren Hamrick (Hon); 2. Ron Jones (Yam); 3. Charlie Johnson (Yam); 4. Walt Keller (KTM); 5. Barry Lee (Yam).

48+: 1. Larry Bollinger (Yam); 2. Ron Hale (Suz); 3. Robert Brendle (Hon); 4. David Hopson (KTM); 5. Wayne Beatty (Yam).

55+: 1. Harry Greenlee (Yam); 2. Bruce Triplett (Kaw); 3. George Yount (Hon); 4. Fred Hammond (Kaw); 5. Ted Shortridge (Kaw).

200 BEG: 1. Steven Mullen (KTM); 2. Roger Parker (Hon); 3. Brian Moore (Kaw); 4. David Yannello (Suz); 5. James Van Atta (Kaw).

25+ NOV: 1. Mark Mashburn (Hon); 2. Scott Dillon (G-G); 3. Mike Kistler (Yam); 4. David Smith (KTM); 5. Robert McCraw (KTM).

30+ NOV: 1. Wayne Houser (Hon); 2. Richard Maley Sr. (Yam); 3. Christian Hendley (Hon); 4. Rick Woods (Kaw); 5. Andre Camacho (Kaw).

40+ NOV: 1. Gary Woods (Kaw); 2. Rocky Peterson (KTM); 3. Greg Stallard (Suz); 4. Billy Clay (ATK); 5. Peanut Barnett (Kaw).

35+ NOV: 1. Jeff Hensley; 2. Sonny Heath (Hon); 3. David Seacore (Hon); 4. Robby Roberts (KTM); 5. Rocky McClure (Hon).

VINT: 1. Timothy Hull (Yam); 2. Randy Hatley (Bul); 3. Rob Mills (Bul); 4. Gary Kaylor (Bul); 5. Jim Cretsingier (Mai).

250 BEG: 1. Will McCampbell (Yam); 2. Josh Clark (Hon); 3. Mike Potts (Hon); 4. Brett Snyder (Suz); 5. John Rhyme (Hon).

125 BEG: 1. Josh Richards (Hon); 2. Frank Terry (Kaw); 3. Tyler Smith (Kaw); 4. Robbie Booher (Kaw); 5. Brian Frazier (Yam).

Martys win Christmas GP

By Kirk Chandler

CARLSBAD, CA, DEC. 13

Once again, Carlsbad raceway played host to the annual Christmas Grand Prix, this time sponsored by Moto World of El Cajon and CMXR. Riders in attendance were out to have a good time on the nicely prepared course that included parts of the old USGP track, the drag strip and the old superbikers' track. The big winners on the day were Marty Smith and Marty Moates, who both consistently showed the fast way around the track.

Marty Smith grabbed the lead of the Vet race early on, followed by Expert rider Jon-Jon Belisle and Bob Weber. Smith, still showing his speed from yesteryear, pulled away from the pack and did not look back. Belisle ran first in the Expert class, with Jeff Surwall a close second and Moates in third.

As Smith roared his YZ250 down the drag strip, Moates made his move past Belisle and Surwall to claim second overall, first Expert. Behind Moates came Belisle, Surwall and a slew of other Vet racers who would eventually become lappers.

Midway through the 45-minute Vet race, Moates appeared to be in control of the Expert class, but he was actually losing time due to lapped traffic. Surwall had made his move on Belisle and was gaining on Moates.

Weber still ran second in the Pro class, but he was being outdone by the top three Expert riders. Smith managed to get five laps of riding out of the 45-minute moto and lapped more than half the field before he took the checkers. Weber finished second in the Pro class, behind USGP hero Moates, who won the Expert class and later in the day captured the victory in the Vet 40 Masters division, making him a double

class winner. Following Moates were Surwall and Belisle.

The team race was the final race of the day and also the most awe-inspiring, with competitors dodging one another as they switched riders. The race was split into Novice and Expert divisions, and everyone was encouraged to ride. The Expert class took off from the line first, with Dustin Nelson taking the lead, followed by John Knight. The two lead riders pulled a surprising lead over the third-placed team by the first lap. As Nelson came into the pits to pass the band to his partner Thomas Englehardt, the lead duo had a healthy lead.

The Novice-class competition was a match of Ed Christiansen and John Taylor vs. the team of Grieb and Malmquist.

Meanwhile, Dustin Watson, Knight's partner, gave chase to Englehardt and eventually passed the local racer before making another rider switch. Englehardt closed the gap on the drag strip due to the brute force of his YZF400, compared to Watson's YZ125. The close race made the rider switch interesting, as both riders stormed into the transfer zone within inches of one another. The Knight/Watson team got out of the pits first, with Nelson on his blue rear fender. Nelson, of the fastest of the leading teams, pulled a gap on Knight, but not one that would hold up when the hard-charging Watson took up the chase on the final and deciding lap. Watson reeled in Englehardt and made the pass to win the race. As fate would have it, Watson and Knight were a little lucky that they did not have to hold off the advances of Nelson for another lap.

The Novice class, on the other hand, was dominated by the Christiansen/Taylor team. They pulverized the field, leading every lap of the race. The action in the Novice class was for second place, between the team of Grieb and Malmquist and the third-placed team of Seinz and Howard. Neither team was willing to hold back, because the event was the final race of the day. On the final lap, the Seinz/Howard team managed to get around their competitors and stay in front of the Grieb/Malmquist team all the way to the finish line.

Results

80 BEG: 1. Tyler Keefe (Yam); 2. Brandon Freistat (Hon); 3. David Speight (Kaw).

80 NOV: 1. Larry Reese (Yam); 2. Tyler Roberts (Yam); 3. Justin Noble (Kaw); 4. Jeff Vaughan (Yam); 5. Tristan Kallas (Yam).

80 INT: 1. Josh Navarro (Yam); 2. Clinton Pierce (Suz); 3. David Meyers (Yam).

125 BEG: 1. Ryan Roberts (Yam); 2. Ryan McPhillips (Yam); 3. Pat Kearney (Suz); 4. Jonathan Roberts (Yam); 5. Jeremy Wehmeyer (Kaw).

125 NOV: 1. Matt Condon (Yam); 2. Zach Shirly (Yam); 3. Mike Horvath (Suz); 4. Jason Jeffrey; 5. Kenny Sievers (Yam).

125 INT: 1. Ryan Dudek; 2. Jake Elkins (Yam); 3. Rob Wilshire (Yam); 4. Greg Chimits (Yam); 5. Josh Tupa (Yam).

250 BEG: 1. Bill Lansford; 2. R.J. Allread (Kaw); 3. Eric Strandberg (Kaw); 4. Greg Maloney (Hon); 5. Scott Fitzgerald (Suz).

250 NOV: 1. Mark Prescott (Hon); 2. Brad Wooton (Hon); 3. Zac Shirley (Yam); 4. Michael Ignaciak (Yam); 5. Josh Eder (Hon).

250 INT: 1. Kiel Mattson (Hon); 2. Jon Knight (Yam); 3. Todd Flaming (Suz); 4. Bob Fing Jr. (Suz); 5. D.R. Clement (TM).

250 PRO: 1. Andy Harrington (Yam); 2. Tommy Clowers (Suz); 3. Dustin Nelson (Yam).

OPEN BEG: 1. Marin Ryder.

OPEN NOV: 1. Eric Christiansen (Yam); 2. Tom Knapp (Hon); 3. Art Holmberg (Hus); 4. Cooper Jancic; 5. Todd Freistat (Hon).

OPEN INT: 1. Vincent Pabiano; 2. Hootie Davis (Yam); 3. Chris Fischetti (Yam); 4. Doug Young.

30+ BEG: 1. Adam Underwood; 2. Peter Bauer (Yam); 3. Loren Bailey (Kaw); 4. James Schlereth (Kaw); 5. Boris Said.

30+ NOV: 1. Dane Andersen (Yam); 2. Karl Holmberg (Hbg); 3. Jon Koehler (Suz); 4. Rick Defalco (Yam); 5. Russ Prior (Yam).

Marty Smith takes the Vet Pro win at the Carlsbad Christmas Grand Prix.

30+ INT: 1. Rob Wilshire (Yam); 2. Troy Lee (Yam); 3. Mike Hibner (Yam); 4. Kevin Hanrahan (Hon); 5. Chip Morton (Yam).

30+ EX: 1. Marty Moates (Yam); 2. Jeff Surwall (Yam); 3. Jon-Jon Belisle (Yam).

30+ PRO: 1. Marty Smith (Yam); 2. Bob Weber (Suz).

40+ NOV: 1. Don Pastell; 2. Rod Hendrickson (Yam); 3. Jeff Lysdale (Kaw); 4. Dan Willenborg; 5. John Cox (Yam).

40+ INT: 1. Greg Meyers; 2. Max Galliger (Hon); 3. Mark Hall (Yam); 4. Greg Pierce; 5. Bryan Benson (Yam).

40+ MSTR: 1. Marty Moates (Yam); 2. Daniel Davalos (Suz); 3. Paul Vogelsang (Yam).

40+ EX: 1. Thomas Englehardt (Yam); 2. Joe Padilla.

50+ NOV: 1. Phillip Blackburn.

50+ INT: 1. Bruce Cornell (Kaw); 2. Frank Benacka (Yam); 3. Dennis Rosenberg (Yam).

50+ MSTR: 1. John Knight (Yam); 2. Malcolm McCassy (Yam).

4-STRK NOV: 1. Dean Beauchamp (Yam); 2. Rodrigo Basave; 3. Rob Landry (Yam); 4. Todd Freistat (Hon).

4-STRK EX: 1. Dustin Nelson (Yam); 2. Michael Diffenbaugh (Yam); 3. Jonah Street.

WMN NOV: 1. Jennifer Morton (Hon); 2. Maryann Hobbs (Kaw); 3. Jenny Han (Kaw).

BMBR NOV: 1. Lee Holth (Suz); 2. Charles Hilton; 3. Chris Wood; 4. Mark Anderson (Yam).

BMBR EX: 1. Andy Harrington (Yam); 2. Hootie Davis (Hon); 3. John LeFevre (Hus).

VINT OPEN: 1. John LeFevre (Hus); 2. Michael Owens (Hus); 3. Don McGregor (Pen).

TEAM RACE NOV: 1. Taylor/Christiansen; 2. Seinz/Howard; 3. Grieb/Malmquist; 4. Cunningham/Sanders; 5. Severin/Raffl.

TEAM RACE EX: 1. Knight/Watson; 2. Englehardt/Nelson; 3. Willis/Mattson.

CYCLE NEWS OPEN: 1. Matt Freeman; 2. Forrest Hayashi; 3. Cameron Coatney; 4. Scott Rousseau; 5. Jeff Hain.

Lacey, Sweet score at Salem Arenacross

By Clay Light

SALEM, OR, DEC. 19

Suzuki-mounted Ty Lacey and Yamaha rider Ryan Sweet were among the select few two-class winners during arenacross action inside the Exposition Arena at the Oregon State Fairgrounds.

Lacey scored wins in the highly competitive 125cc and Before The Hill Intermediate classes, winning both with 1-1 tallies. Sweet, a three-class contestant on the evening, took home wins in the 250cc and Up The Hill Intermediate classes. His only loss of the evening was to Lacey in 125cc Intermediate action.

Yamaha-mounted Ryan Leach went on a rampage similar to Lacey's, although his was a single class win in the 250cc Pro class, which ran combined with the 250cc Intermediate riders. Leach stretched out a lead in both motos, but he had tough competition in the early going of each moto in the form of fellow Pro Jason Mathews and two Intermediate riders: Sweet and Steve Sullivan.

In moto one, Leach had to overcome a fast-starting Sweet. Sweet held off Mathews late in the moto, as the Pro duo finished in the one/two positions ahead of Sweet, Sullivan and Jeff Huber. Consequently, the overall for the day read the same as the moto-one results.

Lacey and Sweet's first showdown came in the combined Up The Hill and Before The Hill Intermediate race. Sweet took a narrow win ahead of Lacey and Sullivan. RM125-mounted Lacey traded the lead with the YZ250 of Sullivan throughout the race.

Moto two was much the same, but the outcome saw Sweet and Lacey both win, since Sweet scored a win in the Up The Hill class while Lacey's victory came in the Before The Hill event.

Several races later, Lacey came back with a vengeance, this time in the 125cc Intermediate class, where there was no displacement advantage. Lacey broke free from Sweet to score the overall win with his 1-1 performances, followed by Sweet and a large field of 250cc Junior riders. The Junior class was topped by Honda rider Nick Wilson, who led the way to the finish, followed by Ed Wagner, Sean Munroe, Dustin Wilfong and Bryan Bundy, who were also the top five overall finishers.

Another of the select double class winners was Suzuki rider Keith Kadell, a former 80cc speedster, who dominated the 125cc Junior class from the get-go and then came back to trounce the Before The Hill Junior competition.

Results

P/W (4-6): 1. Steele Angle-Davidson (Cob); 2. Landon Currier; 3. Glenn Prestholt (Lem); 4. John Dickerson (KTM); 5. Nick Gubser (KTM).

P/W (7-8): 1. Jared Steinke (Lem); 2. Danny Gubser (KTM); 3. Joshua Bland (KTM); 4. Tyler Craig (KTM); 5. Mark Wolf Jr. (Lem).

60 BEG: 1. Jared Wood (Kaw); 2. Trenton Brumfield (Kaw); 3. Joshua Bland (Kaw).

60 JR: 1. Tanner Taylor (Kaw).

60 SR: 1. Ajay Olinger (Kaw); 2. Byron Young (Kaw); 3. Kyle Moore (Kaw).

80 BEG: 1. Josh Webb (Kaw); 2. Clay Camp (Kaw); 3. Lars Lowery (Kaw); 4. Ricky Wouri (Yam); 5. Chad Williams (Suz).

80 (9-11): 1. Travis McMackin (Hon); 2. Shawn Kesler (Yam).

80 (12-13): 1. Alex Wirkus (Suz); 2. Jesse Smith (Yam).

80 (14-16): 1. Chris Leiby (Yam); 2. Brandon Irish (Hon).

S/MINI: 1. Shawn Kesler (Yam); 2. Alex Wirkus (Suz); 3. Chris Leiby (Yam); 4. Brandon Irish (Hon); 5. Travis McMackin (Hon).

125 BEG: 1. Chad Lowenberg (Suz); 2. Tim Ricketts (Hon); 3. Rick Torres (Hon); 4. Matt Crawford (Kaw); 5. T.J. Jensen (Kaw).

125 JR: 1. Keith Kadell (Suz); 2. Brian Sullivan (Kaw); 3. Rick Torres (Hon); 4. Jason Lytle (Hon); 5. Dustin Martin (Suz).

125 INT: 1. Tyson Lacey (Suz); 2. Ryan Sweet (Yam).

250 BEG: 1. Jeremy Thomson (Yam); 2. Steve Polanski (Hon); 3. J.C. Hanson (Yam); 4. Tad Brown (Hon); 5. Cliff Erickson (Hon).

250 JR: 1. Nick Wilson (Hon); 2. Edward Wagner (Kaw); 3. Sean Munroe (Hon); 4. Dustin Wilfong (Hon); 5. Bryan Bundy (Suz).

250 INT: 1. Ryan Sweet (Hon); 2. Steve Sullivan (Yam); 3. Jeff Huber (Kaw).

250 PRO: 1. Ryan Leach (Yam); 2. Jason Mathews (Yam).

OPEN AM: 1. Ed Smith (Suz); 2. Bill Graves (Yam); 3. C.T. Hlavac (Yam).

OPEN PRO: 1. Roby Leach (Yam).

BTH JR: 1. Keith Kadell (Suz); 2. Chad Lowenberg (Yam); 3. Jeremy Thomson (Yam); 4. Brian Sullivan (Yam); 5. Brian Weed (Yam).

BTH INT: 1. Tyson Lacey (Suz); 2. Steve Sullivan (Yam); 3. Josh Fortier (Yam).

UTH JR: 1. Steve Polanski (Hon); 2. Edward Wagner (Kaw); 3. Sean Munroe (Hon).

UTH INT: 1. Ryan Sweet (Yam); 2. David Fox (Suz).

OTH BEG: 1. Bill Graves (Yam); 2. Tony Henderson (Hon).

OTH INT: 1. Jeff Huber (Kaw); 2. Linc Linebaugh (Hon).

OTH JR: 1. Curtis Paulson (Kaw); 2. James Wirkus (KTM); 3. John Marcotte (Hon).

OTH PRO: 1. David Fox (Kaw).

OTH JR: 1. Ed Smith (Suz).

50+: 1. Bob Smith (Yam); 2. Richard Mathews (Hon); 3. Dave Davis (Kaw); 4. Randy Layne (Yam).

WMN: 1. Rochelle Neimann (Yam); 2. Jeanne Van Buskirk (Kaw).

MINI OPEN: 1. Landon Currier; 2. Jared Steinke (Lem); 3. Tyler Craig (KTM); 4. Steele Angle-Davidson (Yam); 5. Mark Wolf Jr. (Lem).

Spencer on fire at Barn Burner Short Track

By Mykeal Clark

SAN JOSE, CA, DEC. 12

Rod Spencer put on a riding clinic during round four of the Barn Burner indoor short-track series, winning the Vet Expert and 100cc Pro classes. Mike Kunsman ran second and Kenny Wedingfeld was third in both races. With the handicap start system in effect in the Pro class, Spencer, Kunsman and Wedingfeld had to start from the back of the field, which made for some exciting racing.

In the 60cc race, Jason Grewe rode to victory, setting a new standard for the class. Ryan Foster won the 80cc race on his Honda over the Yamaha of Kenny Carlotta. Rodney Spencer Jr. won the Under 16 Novice Modified race for the second time this season. Eric Carrillo also won for the second time in the Under 16 Junior Modified class.

Scott Heywood continues to lead the point race in the Over 16 Junior class, as he posted another win. The Mini Trail class is growing with each race, and this week Ray Jenkins won the six-rider class. The popular Pee Wee classes continued with full fields, as 38 entries were posted for round four. The 60cc class had nine entries, and the 80cc class had six racers.

Results

P/W (0-5): 1. Jeffrey Hodges (Suz); 2. Jess Garcia (Yam); 3. Mason Anchondo (Yam); 4. Ryan Stevens (Yam); 5. Bobby Caldeira (Yam).

P/W C (6): 1. Damon Iwanaga (Yam); 2. Michael Bologli (Yam); 3. Brooke Hodges (Yam); 4. Anthony Alves (Yam); 5. Eddie Duran (Yam).

P/W C D-1: Danielle Caldeira (Yam); 2. Brittney Lee (Yam); 3. Bradley Hill (Hon); 4. Kaylyn Crump (Yam); 5. Brittany Parsons (Suz).

P/W D-2: 1. Chad Chose (Yam); 2. Cody Anchondo (Yam); 3. Mark Browne (Yam); 4. Brandon Burby (Yam); 5. Brent Heinrich (Yam).

P/W MOD: 1. Bendi Seoud (KTM); 2. Mark Browne (Lem); 3. Brian Hoffer (Yam); 4. Miles Andrews (Yam); 5. Michael Bololu (Yam).

P/W PP: 1. Danielle Caldeira (Yam); 2. Danika Brunelli (Yam).

60 D-1: 1. Jason Grewe (Kaw); 2. Daniel Wiedel (Kaw); 3. Steve Bonsey (Yam); 4. Bruce Paulson (Kaw); 5. Daniel Harris (Kaw).

60 D-2: 1. Robert Smith (Kaw); 2. Shaun Andrews (Kaw); 3. Daniel Gottfeld (Kaw).

70: 1. Brad Patterson (Hon); 2. Elliot Miller (Hon); 3. Matti DeLange-Ortiz (Hon); 4. Cody Anchondo (Hon); 5. Ronny Dominguez (Hon).

80: 1. Ryan Foster (Hon); 2. Kenny Carlotta (Yam); 3. Vance Deemer (Suz); 4. Jeffrey Lindahl (Hon); 5. Jason Grewe (Hon).

100 (0-16) NOV STK: 1. Clay Patterson (Hon); 2. Kenny Carlotta (Hon); 3. Chris Touchatt (Hon); 4. Al Cancilla (Hon); 5. Richard Ludorff (Hon).

100 (0-16) JR MOD: 1. Rodney Spencer Jr. (Hon); 2. Colt Wells (Hon); 3. Geoff Weidel (Hon); 4. Matthew DeCamp.

100 (0-16) JR MOD: 1. Eric Carrillo (Hon); 2. Freddie Poli (Hon); 3. Scotty Alves (Hon); 4. Matt Browne (Hon).

100 (16+) NOV STK: 1. Joe Carrillo (Hon); 2. Mike Besemer (Hon).

100 (16+) NOV MOD: 1. Josh Devonshire (Hon); 2. Bradley Spencer Jr. (Hon); 3. John Gillilan (Hon); 4. Chris Neese (Hon); 5. Paul Brunelli (Hon).

100 (16+) JR: 1. Scott Heywood (Hon); 2. Jesse VanKol (Hon); 3. Ryan Chamberlin (Hon); 4. Tony Rose (Hon); 5. Chris Canepa (Hon).

100 (40+): 1. Rod Spencer; 2. Tim Alarcon (Hon); 3. Bruce Paulson (Hon); 4. John Figas (Hon); 5. John Ponton (Hon).

MINI-TRAILS: 1. Ray Jenkins (Hon); 2. Robert Hilton (Hon); 3. Mike VanLienden (Hon); 4. Jeff Winterhalder (Hon); 5. Rory Muscatelli (Hon).

100 VET JR: 1. Pat McCoy (Hon); 2. Louis Canepa (Hon); 3. Jeff Winterhalder (Hon); 4. Robert Hilton (Hon); 5. John Morrison (Hon).

100 VET EX: 1. Rod Spencer (Hon); 2. Mike Kunsman (Hon); 3. Ken Wedingfeld (Hon).

100 PRO: 1. Rod Spencer (Hon); 2. Mike Kunsman (Hon); 3. Ken Wedingfeld; 4. Tony Alves (Hon); 5. Brad Spencer (Hon).

DeVane divine at Gatorback MX

By Kyle Myers

GAINESVILLE, FL, DEC. 13

More than 320 riders turned out for the fifth round of the Florida State Championship Series, held at Gatorback Cycle Park. Suzuki pilot Vince DeVane won the Open/Four-Stroke and 250cc Pro divisions on his YZ400.

In the first 250cc Pro moto, DeVane grabbed a monster holeshot to lead the 11-rider field into the "gator pit" first turn. Kenny Yoho, Jarrett Tipping, James Painton and Keith Seeger trailed behind. Yoho's bike broke at the completion of lap one, giving DeVane a huge lead. The runner-up spot was given to Tipping, who had Painton on his rear fender. Painton slipped by Tipping with two laps to go. At the checkered flag, it was DeVane with the easy win over Painton, Tipping, Seeger and Brian Vernes.

DeVane rocketed out of the gate to start moto two with Marcus Pedrero, Tipping, Yoho and Painton giving chase. Tipping and Yoho motored by Pedrero on lap two as they closed in on the lead bike of DeVane. DeVane looked to have the win in the bag until a bobble on the last lap dropped him back to third as Yoho and Tipping raced by. Yoho scored the moto win, but a DNF in the opening moto cost him the overall. Tipping held on for second in the moto and in the overall, while DeVane's third wrapped up the overall. Painton and Pedrero rounded out the top five positions.

DeVane later returned to win both motos in the Open/Four-Stroke class over Paul Sparks and Dan Sallas.

Pedrero topped the Over 25 and 125cc Pro classes, winning all four motos. Shane Lusk posted a four-moto sweep of the 80 (12-15) and Supermini divisions over Scott Perry. David Ellis won the Over 35 and Over 40 classes on his CR, winning all four motos.

Results

P/W (4-6): 1. Preston Thomas (Cob); 2. Tyler Moore (Cob); 3. Zac Freebird (Cob).

P/W (7-8): 1. Colton Maynard (Cob); 2. Orlando Hamilton (Cob); 3. Ryan Lawhon (Cob); 4. Roger Williams (Cob); 5. Cody Graves (Cob).

60 (7-11): 1. Ian Millett (Kaw); 2. Don Solley (Kaw); 3. Ricky Renner (Kaw); 4. Mike Nicolini (Kaw); 5. Kyle Keylon (Kaw).

80 (7-11): 1. Kyle Chisholm (Kaw); 2. Matt Boni (Kaw); 3. Jared Keuntjes (Suz); 4. Bobby Lucroy (Suz); 5. D.C. Clark (Suz).

80 (12-15): 1. Shane Lusk (Hon); 2. Scott Perry (Kaw); 3. Augie Lieber (Suz); 4. Shawn Mayo (Hon); 5. Jordan Gooch (Kaw).

S/MINI: 1. Shane Lusk (Hon); 2. Scott Perry (Kaw); 3. Kyle Chisholm (Kaw); 4. Matt Boni (Kaw); 5. Paul Perebjinos (Hon).

YTH (12-15): 1. Troy Adams (Suz); 2. Ryan Davis (Kaw); 3. Brian Gray (Yam); 4. Mike McGourty (Yam); 5. Paul Perebjinos (Suz).

125 PRO: 1. Marcus Pedrero (Suz); 2. Keith Seeger (Hon); 3. Mike Stevenson (Yam).

125 B: 1. Ryan Davis (Kaw); 2. Troy Adams (Suz); 3. Brian Gray (Yam); 4. Spence Jones (Kaw); 5. Robert Stevenson (Hon).

125 C: 1. Ronnie Monk (Yam); 2. Brett Pace (Suz); 3. Kyle Hochstetler (Kaw); 4. Jon Getz (Kaw); 5. Mike Morris (Suz).

125 BEG: 1. W.M. Studstill (Hon); 2. Colen Marks (Suz); 3. Robert Mis (Kaw); 4. Gary Harward (Kaw); 5. Harry Myers (Suz).

250 PRO: 1. Vince DeVane (Yam); 2. Jarrett Tipping (Suz); 3. James Painton (Suz); 4. Marcus Pedrero (Suz); 5. Brian Vernes (Yam).

250 B: 1. Lee Tatham (Suz); 2. Shawn McManus (Suz); 3. Brad Ruel (Yam); 4. Brad Grumbley (Yam); 5. James Comstock (Yam).

250 C: 1. Kyle Hochstetler (Kaw); 2. Gary Emerson (Kaw); 3. Darryl Lind (Yam); 4. Mike Mims (Yam); 5. Nathan Bannister (Kaw).

250 BEG: 1. Jason Baker (Yam); 2. Steve Smith (Kaw); 3. Craig Monroe (Kaw); 4. Tom Wright (Kaw); 5. Terry Gill (Yam).

16-24: 1. Robert Stevenson (Hon); 2. Mike Hoffman (Hon); 3. Nathan Bannister (Kaw); 4. Andrei Boloni (Suz); 5. Derrick Januszky (KTM).

25+: 1. Marcus Pedrero (Suz); 2. Lee Tatham (Suz); 3. Brian Vernes (Yam); 4. Todd Gardner (Hon); 5. Kyle Myers (Suz).

30+: 1. Steve Dumond (Suz); 2. Benton Smith (Kaw); 3. Brad Ruel (Yam); 4. Randt Salveson (Yam); 5. Jon Getz (Kaw).

35+: 1. David Ellis (Hon); 2. Mike Mims (Yam); 3. Gary Emerson (Kaw); 4. Mark Thomas (Kaw); 5. Randy Salveson (Yam).

40+: 1. David Ellis (Hon); 2. Kevin Hodge (Hus); 3. Barry Mayo (Suz); 4. John Coleman (Suz); 5. Tom Fogg (Yam).

50+: 1. Barry Mayo (Suz); 2. Tom Fogg (Yam); 3. Doug Hammond (Yam); 4. Ron Hawk (Yam); 5. Al Gardner (Hon).

WMN: 1. Angie Keuntjes (Yam); 2. Dyanna Conner (Hon); 3. Brianna Millsaps (Suz); 4. Amanda Thomas (Hon); 5. Ashley Jones (Yam).

OPEN/4-STK: 1. Vince DeVane (Yam); 2. Paul Sparks (Yam); 3. Dan Sallas (Yam).

Spencer scores again at Barn Burner Short Track

By Mykeal Clark

SAN JOSE, CA, DEC. 19

For the second time this season, Brad Spencer won the Pro main event, besting one of the largest fields to turn out at the Pat Rose track in San Jose, California. In this special Toys For Tots double-points race, Spencer rode an XR he built himself and worked his way to the front with a smooth, consistent, clean run to the checkered flag.

Charging right behind was his brother Rod Spencer, who finished second after starting from the back row. Dan Reger posted an excellent third-place finish; he is due for a win soon. Also starting from the back row was fourth-place finisher Mike Kunsman, who won the Vet Expert main earlier in the evening. Brad Spencer finished second to Kunsman in the Over 30 main.

(Left) Mike Kunsman (4) leads Kenny Wedingfeld (19), Jim Taves (34) and Tony Alves (14) into the first turn during the Pro-class 100cc main at the Barn Burner short track in San Jose, California.

(Below) Weston Peick went 3-1 to claim second place in the 80cc Beginner class at the final GFI race at Perris Raceway in California.



The next generation of Experts and Pros will come out of the Over 16 Junior class. From among the wild-eyed, meat-eating throttle twisters, it was Tony Rose who won the main over some of the best talent around, including Scott Heywood, Chris Canepa and Jesse VanKol.

John Gillilan won a main for GSI Motorsports in the Over 16 Novice Modified group. Rodney Spencer and Colt Wells finished one and two in the Under 16 Novice Modified race after battling handlebar to handlebar for the entire main. These two youngsters put on quite a show, slicing and dicing through traffic and splitting around other racers. Daniel Wiedel won one of the 60cc mains aboard a potent Kawasaki, while Bruce Paulson finished second.

The other 60cc main was won by Steve Bonsey, with Shawn Andrews earning the runner-up spot.

Since Brittany Lee has started racing, she has sparked the Powder Puff class. Although Allyssa Jensen is the class points leader, Lee has come on strong, and in the main event, the two young ladies traded the lead back and forth four times. Selina Reitman poked her wheel in a few

times, keeping the crowd pumped up. In the end, it was Lee, Jensen and then Reitman.

Miles Andrews picked up a win in the Under 5 Pee Wee division-two main, and Jess Garcia was the winner in the Under 5 Pee Wee division-one main.

The Toys For Tots program was a kids-helping-kids affair, with help from 128 adult and youth racers. The Marine Corps hauled off several bags of gifts for those not as fortunate as others.

Results

P/W (0-5) D-1: 1. Jess Garcia (Yam); 2. Jeffrey Hodges (Suz); 3. Ryan Murphy (Yam); 4. Jerry Blake Jr. (Yam); 5. Bobby Caldeira (Yam).

P/W (0-5) D-2: 1. Miles Andrews (Yam); 2. Manson Anchondo (Yam); 3. Nickolas Seoud (Yam); 4. Nickolas Morehead (Yam); 5. Clayton Carter (Yam).

P/W 6+: 1. Damon Iwanaga (Yam); 2. Eddie Duran (Yam); 3. Anthony Alves (Yam); 4. Coletton Glinski (Yam); 5. Brooke Hodges (Yam).

P/W D-1: 1. Brittany Lee (Yam); 2. Danielle Caldeira (Yam); 3. Erich Stender (Yam); 4. Kenny Sabattie (Yam); 5. Kaylyn Crump (Yam).

P/W D-2: 1. Chad Cose (Yam); 2. Austin Carter (Yam); 3. Michael Sanchez (Yam); 4. Brent Heinrich (Yam); 5. Brandon Burby (Suz).

P/W C MOD: 1. Mark Browne (Lem); 2. Ashley Sanchez (Itj); 3. Brendan Harris (KTM); 4. Anthony Lopez (Lem).

P/W PP: 1. Brittany Lee (Yam); 2. Allyssa Jensen (Yam); 3. Selina Reitman; 4. Danielle Caldeira (Yam); 5. Danika Brunelli (Yam).

P/W A MOD: 1. Bendi Seoud (KTM); 2. Shaun Murphy (KTM); 3. Allyssa Jensen (Yam); 4. Eric Poth (Cob).

60 D-1: 1. Daniel Wiedel (Kaw); 2. Bruce Paulson (Kaw); 3. Robert Smith (Kaw); 4. Ryan Kuntz (Kaw); 5. Frankie Garcia (Kaw).

60 D-2: 1. Steve Bonsey (Kaw); 2. Shawn Andrews (Kaw); 3. Daniel Harris (Kaw); 4. Jamie Morelan (Kaw).

70: 1. Elliott Miller (Hon); 2. D.J. Ulloa (Hon); 3. Matt Crawford (Yam); 4. Brooke Harris (Yam); 5. Tyler Ippoliti (Yam).

80: 1. Kenny Carlotta (Yam); 2. Jason Grewe (Hon); 3. Ryan Foster (Hon); 4. Brad Patterson (Kaw); 5. Jeffrey Lindah (Hon).

100 (0-16) NOV STK: 1. Clay Patterson (Hon); 2. Sam Edwards (Hon); 3. Kenny Carlotta (Hon); 4. Chris Touchatt (Hon); 5. Wes Kennedy (Hon).

100 (0-16) NOV MOD: 1. Rodney Spencer (Hon); 2. Colt Wells (Hon); 3. Adrian Figueroa (Hon); 4. Matthew DeCamp (Hon); 5. Mike Rush (Hon).

100 (0-16) JR MOD: 1. Eric Carrillo (Hon); 2. Scott Alves (Hon); 3. Danny Casay (Hon).

100 16+ NOV STK: 1. Joe Carrillo (Hon); 2. Mike Besemer (Hon); 3. John Morrison (Hon); 4. Trevor Moore (Hon).

100 16+ NOV MOD: 1. John Gillilan (Hon); 2. Paul Brunelli (Hon); 3. Bradley Spencer Jr. (Hon); 4. Derek Overkamp (Hon); 5. Ron Patterson (Hon).

100 16+ JR: 1. Tony Rose (Hon); 2. Scott Heywood (Hon); 3. Chris Canepa (Hon); 4. Ryan Chamberlin (Hon); 5. Jesse VanKol (Hon).

100 40+: 1. John Figs (Hon).

MINI TRIALS: 1. Mike VanLienden (Hon); 2. Ray Jenkins (Hon); 3. Craig King (Hon); 4. Jeff Winterhalder (Hon); 5. Alton Hadley (Hon).

100 VET JR: 1. Darren Gallagher (Hon); 2. Louis Canepa (Hon); 3. Paul Brunelli (Hon); 4. Jeff Winterhalder (Hon); 5. John Morrison (Hon).

100 VET EX: 1. Mike Kunsman (Hon); 2. Brad Spencer (Hon); 3. Troy DeHerra (Hon); 4. Ken Wedingfeld (Hon); 5. Jim Taves (Hon).

100 PRO: 1. Brad Spencer (Hon); 2. Rod Spencer (Hon); 3. Dan Reger (Hon); 4. Mike Kunsman (Hon); 5. Tony Alves (Hon).

Ramsey, Hamblin rule GFI Perris finale

By Greg Robertson

PERRIS, CA, DEC. 19

In what was probably GFI Racing's final race at Perris Raceway, Team SplitFire/Pro Circuit/Thor-backed Nathan Ramsey split moto wins with teammate Scott Sheak in 125cc Pro action. Ramsey's second-moto win gave him the overall and the prize money over Sheak. Sean Hamblin was equally as impressive, as he went 1-1 to finish off the year with the 125cc Intermediate-class win.

First 125cc Pro moto action saw KX125-mounted Sheak grab the early lead over Ramsey, Jerry Aleman and Marty Madsen. Ramsey latched on to Sheak's back fender and spent the next 15 laps waiting for Sheak to make a mistake. The mistake never happened, and Sheak went on to win the moto, with Ramsey finishing second. Aleman brought his RM125 across the line for third, ahead of David Hughes and Madsen. It should be noted that, though he was not entered in the Pro class, it was Hamblin who actually greeted the checkers first. Hamblin ran in the Outlaw class, which left in the same gate as the Pros, proving that he does indeed have the speed to run with the big boys.

Ramsey shot into the second-moto lead, with Aleman and Sheak in hot pursuit. It took Sheak a little more than a lap to get around Aleman. Sheak then set out after Ramsey. By the halfway



point, Sheak had Ramsey in his sights, but he was unable to make the pass and he would have to settle for the second-place money. Hughes used consistent 4-4 rides to earn third over Jeremy Heil and Madsen.

The first 125cc Intermediate moto was a Hamblin benefit, as the Yamaha speedster led every lap in the 12-lap race for a seemingly easy victory. Turbo Reif chased Randy Clark for much of the race before finally finding daylight with a couple of laps left to move into second place, where he would finish. In one of his first races as an Intermediate, Ryan Fedorow worked his way up through traffic to finish third, ahead of Clark.

Hamblin was just as impressive in moto two, grabbing the lead on the opening lap and disappearing with the win. Reif gated in second place and stayed there for the duration. A good battle for third place erupted between Bobby Bloodworth, Fedorow and Clark, with Clark prevailing to sew up the position with 4-3 finishes.

Results

50 (4-6) STK: 1. Dakota Garner (Cob); 2. Bryce Stewart (KTM).
50 (7-8) STK: 1. Cody Jeffries (KTM); 2. Ricki Kincer (KTM).
50 OPEN: 1. Justin Jeffers (KTM).
60 F/T: 1. Scott Gilbert (Kaw).
60 BEG: 1. George Jeffers (Kaw); 2. Shawn Hayes; 3. Blake Harber (Kaw); 4. Justin Falk (Kaw); 5. Tyler Sievers (Kaw).
60 NOV: 1. Aaron Breid (KTM).
60 INT: 1. Justin Mulford.
80 BEG: 1. James Hill (Yam); 2. Weston Peick (Suz); 3. Brandon Spencer (Kaw); 4. Michael Serrato (Yam); 5. Patrick Pennington (Suz).
80 NOV: 1. Kevin Breid (Yam); 2. Sean Borkenhagen (Kaw); 3. Jeff Vaughn (Yam); 4. Spencer Meineke (Yam); 5. Chase Meineke (Yam).
80 INT: 1. Brent Line (Yam); 2. Zac Wray (Yam); 3. Tyson Burmeister (Yam).
S/MINI: 1. Mickey Griffin (Yam); 2. Emeka Udeh (Hon); 3. Kevin Breid (Yam); 4. Brent Line (Yam); 5. Ace Eure (Hon).
125 BEG: 1. Israel Ochoa (Suz); 2. David Boyse (Yam); 3. Kevin Holmes (Suz); 4. Ryan Good (Yam); 5. Damien Rutledge (Suz).
125 NOV: 1. Chuck Henson (Hon); 2. Patrick Terry (Yam); 3. Blake Bukamier (Yam); 4. Costa Gialamas (Kaw); 5. Chad Rozanek (Suz).
125 INT: 1. Sean Hamblin (Yam); 2. Turbo Reif (Hon); 3. Randy Clark (Kaw); 4. Ryan Fedorow (Kaw); 5. Bobby Bloodworth (Hon).
125 PRO: 1. Nathan Ramsey (Kaw); 2. Scott Sheak (Kaw); 3. David Hughes (Yam); 4. Jeremy Heil (Yam); 5. Marty Madsen (Kaw).
OUTLAW: 1. Sean Hamblin (Yam); 2. Turbo Reif (Hon).
250 BEG: 1. Jake Smith (Hon); 2. David Dymond (Kaw); 3. Alex Ochoa (Suz).
250 NOV: 1. Shawn Ulikowski (Kaw); 2. Ichiro Nakaya.

250 INT: 1. Bret Milan (Yam).
250 PRO: 1. Shinichi Kaga (Hon); 2. Jason Dubin (Suz); 3. Jimmy Bateson (Kaw).
25+ BEG: 1. Morgan Secor (Hon).
25+ NOV: 1. Darren Sorenson (Hon).
30+ BEG: 1. Jeff Millard (Yam); 2. Joel Plitt (Yam).
30+ NOV: 1. Kenny Maddox (Yam); 2. C.T. Falk (Yam); 3. Anthony Rose (Yam).
30+ INT: 1. Bryan Davis (Yam); 2. Greg Pierce (Yam); 3. Sean Finley (Kaw).
35+ INT: 1. Troy Lee (Yam); 2. Dan Dilkey (Yam).
40+ NOV: 1. Tim Williams (Kaw); 2. Greg Erickson (Kaw).
40+ EX: 1. Ron Turner (Yam); 2. Brent Wallingsford (Kaw).

Barnes burns up St. George Motocross

By Dick Goodwin

ST. GEORGE, UT, DEC. 19

Pro Circuit's Brandon Barnes showed up and then showed off, as heaced the 125/250cc Intermediate duel at "mountain motocross" in St. George, Utah. The St. George Motocross Club hosted its last race of the season and collected nonperishable food items from all attending in lieu of gate fees. A large cache of goodies was gathered to be distributed to needy families in the St. George area at day's end.

One of the day's highlight races was the combined 125/250cc Intermediate clash, scored separately but run as one group. As expected, 250cc heavyweights T.J. Nunley, Russ Bezzant and Nick Ware put the power to the ground to lead the pack through the first big sweeper. Barnes was on the gas, and halfway through the first lap he was already working on leader Nunley. Barnes zapped Nunley in the back section and roared through lap two with a sizable lead. Vegas Power Sports-backed Dan DeFalco and Suzuki-mounted Randy Stefan came on strong, helped in part by a highside by Bezzant.

As the laps flew by, Barnes established dominance on the rest of the field, winning by a large margin. DeFalco and Stefan put on a battle, finishing together in second and third. Nunley finished fourth, first 250cc rider.

Nunley put his Honda out in front again to start race two. This time, Barnes was right behind him from the drop of the gate. Barnes pressured Nunley and finally made a pass in the

Bryan Nelson sprinted to the Vet Pro victory at CRC's Merry Christmas Grand Prix, held at Los Angeles County Raceway.

whoops. After making the pass, Barnes was gone. Nunley hung tough to edge a tight pack consisting of DeFalco, Bezzant and Stefan to capture the 250cc Intermediate overall. Barnes's two-moto score easily earned him the 125cc Intermediate overall.

Mark Frehner put his Suzuki out in front in 250cc Junior action. Rory O'Neill immediately passed Frehner. It was not long before Frehner passed O'Neill back. In the first lap alone, the lead duo swapped the lead several times. Finally, Frehner was able to hold and extend a lead when Jeremiah Jones got around O'Neill. Frehner went on to a solid victory over Jones and O'Neill.

O'Neill lit it up to start the second moto, leading Dana Hansen, Frehner and the rest of the field out onto the course. Frehner struck quickly, passing for second, and then he set out for the lead. He made the pass on O'Neill in the big sweeper. Once out in front, Frehner galloped home with the big win and the overall 250cc Junior crown. O'Neill held a solid second for second overall, ahead of Jones and Patrick Warren.

Results

P/W STK (4-6): 1. Blake Savage (KTM); 2. Tash Hansen (KTM); 3. Casey Mello (Lem); 4. Brett Harrison (Cob); 5. Codi Norton (KTM).
P/W STK (7-8): 1. Austin Stucky (KTM); 2. Ronnie Goodwin (Cob); 3. Dillan Glendenning (Cob); 4. Chance Ariotti (KTM).
PP: 1. Brittany Foster (Yam); 2. Kayla Foster (Yam).
P/W OPEN (4-6): 1. Brett Harrison (Cob); 2. Dillan Glendenning (Cob); 3. Skyler Howell (KTM); 4. Blake Savage (KTM); 5. Casey Mello (KTM).
P/W OPEN (7-8): 1. Austin Stucky (KTM); 2. Ronnie Goodwin (Cob); 3. Brodie Humphries (Yam); 4. Chance Ariotti (KTM); 5. Jeremy Butcher (Yam).
60 BEG (6-8): 1. Brodie Humphries (Kaw); 2. Eric Barlow (Kaw); 3. Edge Berry (Kaw); 4. Sheldon Proscelle (Kaw); 5. Riley Shotwell (Kaw).
60-100 BEG: 1. Jeffrey Page (Kaw); 2. Spenser Mehr (Hon); 3. Garrett Saye (Kaw); 4. Jacob Jones (Hon); 5. Grant Jolander (Hon).
60 JR: 1. Brandon Kealamakia (Kaw); 2. Mark Proscelle (Kaw); 3. Tracon Kirk (Kaw); 4. Matt Harrison (KTM); 5. Brodie Humphries (Kaw).
80 JR (7-11): 1. Michael Parker (Hon); 2. Brandon Kealamakia (Yam); 3. Zac Humphries (Suz); 4. Shane Vernlund (Yam); 5. Gordon Butcher (Yam).
80 JR (12-15): 1. Kappy Kealamakia (Kaw); 2. J.D. Leavitt (Hon); 3. Tyler Mortensen (Kaw); 4. Justin Jensen (Yam); 5. Trent Poulsen (Suz).
80 INT: 1. Scott Theobald (Yam); 2. Jeff Holdaway (Yam).
S/MINI: 1. Scott Theobald (Yam); 2. Trent Poulsen (Suz); 3. Kappy Kealamakia (Kaw); 4. Justin Jensen (Yam); 5. Michael Parker (Hon).
125 BEG: 1. Arthur Sprecher (Hon); 2. Dave Hansen (Yam); 3. Brian Sullivan (Yam); 4. Tony Bates (Hon); 5. Anthony Braithwaite.
125 JR: 1. Joshua Bulloch (Yam); 2. Joseph Page (Kaw); 3. Jason Derschman (Kaw); 4. Willie Ungerman (Yam); 5. Clark Ungerman (Yam).
125 INT: 1. Brandon Barnes (Yam); 2. Dan DeFalco (Hon); 3. Randy Stefan (Suz); 4. Jason Burton (Suz); 5. Jeff Child (Hon).
125 PRO: 1. Robbie Taft (Kaw); 2. Ben Child (Hon).
250 JR: 1. Marc Frehner (Suz); 2. Rory O'Neill (Hon); 3. Jeremiah Jones (Kaw); 4. Patrick Warren (Kaw); 5. Allen DeWitt (Hon).
250 INT: 1. T.J. Nunley (Hon); 2. Russ Bezzant (Kaw); 3. Paul Frieze (Yam); 4. Aaron Bezzant (Yam); 5. Jordan Dula (Yam).
250 PRO: 1. Scott Taft (Kaw); 2. Brett Barney (Yam); 3. Skyler Harris (Suz); 4. Jesse Lund (Yam).
OPEN JR: 1. Jason Derschman (Kaw); 2. Joseph Page (Kaw); 3. Ben Kelley (Hon).
OPEN INT: 1. Brandon Barnes (Yam); 2. Nick Ware (Hon); 3. Jordan Dula (Yam).
25+ JR: 1. Ben Kelly (Hon); 2. Rory O'Neill (Hon).
30+ JR: 1. Robin Hansen (Kaw); 2. Jon Forsyth (Yam); 3. Rick Howell (Hon); 4. Brett Booth (Yam).
40+ JR: 1. Kenny Meeker (Hon); 2. Keith Atkin (Kaw); 3. Alan Bezzant; 4. David Faircloth (Hon).
25+ INT: 1. Marty Miller (Kaw); 2. Jim Maxfield (Yam); 3. Scott Magnuson (Hon); 4. Mike Maxfield (Kaw).
30+ INT: 1. Rich Stucky (Yam); 2. Matt Hermann (Kaw); 3. Wayne Hunt (Hus).
25+ PRO: 1. Bill Phelps (Yam).

Nelson, Licitra land CRC Vet wins

By Greg Robertson

PALMDALE, CA, DEC. 13

Bryan Nelson and Mike Licitra overcame stiff competition to win the Vet Pro and Intermediate classes, respectively, at Los Angeles County Raceway during California Racing Club's final race of the 1998 season.

When the green flag flew to start the Merry Christmas Grand Prix, Vet Pro-class rider Frank Costanzo nailed the holeshot, ahead of Mike Elsberry, Nelson and Jon Zahrt. Zahrt was definitely on the gas, moving all the way up into the lead after one lap. Nelson had his YZ400 around Costanzo for second and was making sure Zahrt's lead did not get out of control.

With all the Vets and Seniors on the track at the same time, lappers became a factor by the third lap. Because of the lappers, Nelson was able to slowly reel in Zahrt. By the 20-minute mark of the 45-minute race, Nelson was in Zahrt's shadow and looking for a place to pass. Nelson worked his way around Zahrt, but Zahrt

kept his KX250 pegged through a whoop section to regain the lead a short time later.

Nelson was relentless, and within another lap he was out front again. Nelson's booming full-throttle four-stroke seemed to have a greater intimidation factor and he appeared to have an easier time than Zahrt cutting through all the lappers. Nelson was able to slowly pull away to collect the first-place Pro payback. Costanzo kept his Honda ahead of Elsberry to earn third.

Vet Intermediate action saw Chris Leiker get an awesome start, followed by Chad Nelson, Licitra and Leo Saul. While Leiker put five seconds on the pack during the opening laps, a great battle emerged over the runner-up position between Nelson, Licitra, Randy Wilkins and Saul.

Licitra finally broke free to set out after Leiker, while Wilkins kept Nelson, Saul and Darren Staffer at bay. KX250-mounted Licitra charged for the entire 45 minutes and was rewarded with the class win. Wilkins ended up greeting the checkers all by himself in second, ahead of Saul and Staffer. Leiker held on to round out the top five.

Results

P/W BEG: 1. Donnel Lopez (KTM); 2. Marcus Ellison (Hon); 3. Michael Arellano (Act); 4. Eric Truglia (KTM); 5. Kevin Carroll (KTM).
P/W YAM: 1. Scott Winslow (Yam); 2. Matthew Popp (Yam); 3. Sean Robison (Yam); 4. Nicholas Meissner (Yam); 5. Ryan Robison (Suz).
P/W (4-6): 1. Cody Farrar (KTM); 2. Tommy Aquiano (KTM); 3. Chris Plouffe (KTM); 4. Dylan Pemberton (Cob); 5. Michael Truglia (KTM).
P/W (7-9): 1. Preston Lundin (KTM); 2. Armando Aquilar (KTM); 3. Michael Arellano (Act); 4. Gary Arellano (KTM); 5. Christopher Bradrett (KTM).
60 BEG: 1. Garrett Lilly (KTM); 2. Ken Slater Jr. (Kaw); 3. Patrick Carroll (Kaw).
60 (4-8): 1. Trent Pugmire (Kaw); 2. Billy Ballesterio (Kaw); 3. Shawn Butler (Kaw).
60 (9-11): 1. Robert Memoli (Kaw); 2. B.J. Kuntz (KTM); 3. Kyle Bergantz (KTM); 4. Kyle Jenkins (Kaw); 5. Travis Foss (Kaw).
80 BEG: 1. Mitchell Alsobrook (Kaw); 2. Darin Chisholm (Yam); 3. Bonnie Kelly (Yam); 4. Cody Dee (Yam); 5. B.J. Kuntz (Yam).
80 (7-11): 1. Edward Herring (Kaw); 2. Ryan Roybal (Hon); 3. Dave Carter (Kaw); 4. Daniel Sani (Hon); 5. Randall Hall (Kaw).
80 (12-13): 1. Sean Collier (Kaw); 2. Chris Norr (Hon); 3. Roberto Rojas (Hon); 4. Aaron Bergantz (Yam); 5. Anthony Barbacovi (Yam).
80 (14-16): 1. Donnie Gritton (Yam); 2. Riley Beckinger (Hon); 3. Ryan Riess (Yam); 4. Robert Clark (Yam).
B/W: 1. Bobby Steffan (Kaw); 2. Mike Epstein (Yam); 3. Marcus Enriquez (Hon).
HEY-DAY: 1. Chris Neitzel (Hon); 2. Scott Davis (Hon); 3. Larry Hipp (Mai).
4-STRK: 1. Bill Sauro (Hon); 2. Billy Mercier (Yam); 3. Tod Sciacqua (Hon); 4. Rick Smith (Yam); 5. Jason Aeck (Yam).
125 BEG: 1. Todd Eide (Yam); 2. Jeff Versepunt (Yam); 3. Grant Moore (Yam); 4. Jaime Dietz (Yam); 5. Jonathan Gilliam (Yam).
125 NOV: 1. Kurt Caselli (Kaw); 2. Billy Dillenberger; 3. Jared Williams (Yam); 4. Sergio Ponce De Leon (Yam); 5. Brandon Norton (Hon).
125 INT: 1. Jonathan Shimp (Yam); 2. Jeff Eide (Yam); 3. Ito Posca (Yam); 4. Gerrit Ordelman (Yam); 5. Brent Gilliam (Yam).
250 BEG: 1. Brian Gluck (Hon); 2. Stephen Craig (Suz); 3. Tim Meissner (Hon); 4. Christopher Leiker (Hon); 5. Neil Chisholm (Hon).
250 NOV: 1. Justin Eide (Hon); 2. Jason Trubey (Kaw); 3. Rob Hall (Yam); 4. Owen Dickson (Yam); 5. Scott Minster (Suz).
250 INT: 1. Gary Cheek (KTM); 2. Nick Mairose (Suz); 3. Frank Costanzo (Hon); 4. Robbie Dunham (Yam).
PRO: 1. Chris Gosselaar (Hon); 2. Chris Neitzel (Suz); 3. Bryan Nelson (Yam); 4. Alberto Zamora (Hon).
500 NOV: 1. Norm Schiel (Hon).
500 INT: 1. Eric Flemming (Kaw).
JR VET BEG: 1. Shane Ramey (Hon); 2. Matt O'Carroll (Hon); 3. Matt Arant (Hon); 4. David Jahn (Hon); 5. Eric Geroux.
JR VET NOV: 1. Danny Battaglia (Yam); 2. Sean Crane (Kaw); 3. Dal Trubey Jr. (Kaw); 4. John Dean (Kaw); 5. Shy Moshe (Suz).
JR VET INT: 1. Gary Cheek (KTM); 2. Shane Stanley (Yam).
JR VET EX: 1. Dustin Evans (Hon).
VET NOV: 1. John Meissner (Kaw); 2. Bart Dodge (Kaw); 3. John MacMiller (Suz); 4. Greg Wilkins (Suz); 5. Albert Torres (Hon).
VET NOV: 1. Joe Casagrande (Yam); 2. Jack Miller (Yam); 3. Ed Bernal (Kaw); 4. Jeff Hall (Suz); 5. Ray Ritzler (Kaw).
VET INT: 1. Mike Licitra (Kaw); 2. Randy Wilkins (Suz); 3. Leo Saul (Yam); 4. Darren Staffer (Hon); 5. Chris Leiker (Hon).
VET EX-PRO: 1. Bryan Nelson (Yam); 2. Jon Zahrt (Kaw); 3. Frank Costanzo (Hon); 4. Mike Elsberry (Yam).
SR BEG-NOV: 1. John Topor (Hon); 2. Steve Norr (Hon); 3. Bob Dunham (Yam); 4. Grant Moore (Hon); 5. Larry Hipp (Yam).
SR INT-EX: 1. John Ferro (Hon); 2. Bob Shimp (Suz); 3. Norm Schiel (Hon); 4. John Bumgarner (Hon).
O/T JR VET: 1. Mark Horton (Yam).
O/T NOV: 1. Bruce Hoover (Kaw); 2. Vance Johnston (Yam); 3. Chuck Woody (Yam); 4. Dave Rutledge (Hon); 5. Raleigh Webster (Hon).
O/T AM: 1. Richard Bealer (Yam); 2. Dennis Tooman (Kaw); 3. Steve Jennings (Yam); 4. Bob Breach (Yam); 5. Rick Kanatzar (Hon).
O/T EX: 1. Gary Willison (Kaw); 2. Jack Roten (Yam); 3. George Lazenby (Yam); 4. Kirk Freeman (Yam); 5. Scott McDonall (Hon).
O/T MSTR B: 1. Norm Schiel (Hon); 2. Bill Carr (Yam); 3. Alan O'Brien (Yam); 4. Mark Neal (KTM); 5. Mike Chesbro (Hon).
O/T MSTR A: 1. John Ferro (Hon); 2. Edward Flippo (Hon); 3. Steve Clark (Yam).
Teamrace
80: 1. Ryan Roybal/Chris Norr; 2. Mike Epstein/Anthony Barbacovi; 3. Bonnie Kelly/Darin Chisholm; 4. Tiffany Smith/Zack Beckinger.
BEG: 1. Kevin Woodruff/Luke Orr; 2. Kenny Falconer/Billy McClain; 3. Dale McCoy/Caleb Woods; 4. Kevin Lillywhite/Brian Gluck; 5. Ryan Grigsby/Paul Pelon.
NOV: 1. Riley Beckinger/Josh Street; 2. Kevin Williams/Gerald Patin; 3. A.J. Stogner/John Gilliam; 4. John O'Connell/Joey Cirocco; 5. Jim Stonehouse/Paul Gilmartin.
INT: 1. Danny Battaglia/Troy Welty; 2. Scott Mumford/Mark Allen; 3. Drew Olivia/Steve Edwards; 4. Charles Dana/Eric Anderson; 5. Chuck Kober/Eddie Laret.
EX-PRO: 1. Bill Sauro/Tod Sciacqua; 2. Billy Mercier/Jason Aeck.
Ironman
60: 1. Drew Gosselaar.
80: 1. Sean Collier; 2. Bobby Steffan; 3. Caleb Gosselaar.
BEG: 1. Jamie Dietz; 2. Neil Chisholm; 3. Bryan Davis.
INT: 1. Mike Gosselaar; 2. Shane Stanley.
PRO: 1. Chris Neitzel; 2. Levi Reid; 3. Ryan Orr; 4. James Coy.

Continued from page 17

Atlanta. We tried something in the race and I screwed up and it didn't work and we did poorly. Pole position's easy, qualifying's easy. That's what all these people don't understand. You put a grippy tire on and it's easy to do. All you do is concentrate for a minute and a half. Anybody can do that. Anyone can concentrate for a minute and a half. Obviously, certain times this year, I got it better than anybody else and I was willing to maybe put more on the line, or maybe I had a better feel for the qualifying tire than anybody. When the boys put a qualifying tire on, I turn the throttle from zero to 100 percent real, real quick, and obviously quicker than anyone else, because that's what you've got to do.

Q What was your best race?

A I think I did a really good job at Brainerd to finish second. And if I wouldn't have run a little bit wide in the third- or fourth-fastest corner at Brainerd, I might have had something for Eric (Bostrom) in the last corner toward the finish line. That's what my plan was, to stuff it in there as hard as I could and if I ran wide through there, as long as he was on the outside of me, I'd finish in front of him. I couldn't be close enough to stick in it at all. I think I did a good job to finish second there. At Vegas, from the moment we wheeled the bike out of the truck, we were quicker than everyone. And I think we would've won that race by a lot more if the wind wasn't up. When it's windy, it's almost a second a lap slower. The wind was really gusting and we were doing the same lap times. It was beneficial to us in some places. Some places it hurt us. Other places it was beneficial. It sort of evened itself out.

Q Was Road Atlanta your worst race of the year?

A Yeah, it was terrible - I feel really bad. It was the worst, resultwise. In Ohio, I had a terrible race as well. But that one had nothing to do with what the team had done to the bike, or anything. I just wasn't feeling good. I was tired. I hadn't been sleeping for a month or two before that. I just wasn't feeling good. And World Superbike caught up with me a bit. I was pissed off at World Superbike, that we broke in both races, because we should have been on the box in both races. Some guys obviously crashed and some of the fast guys were really damn slow. We should have been on the box, and I was pissed off and I was dejected because I really wanted to do good there - to try and maybe have a last go, thinking maybe I could end up at World Superbike. Obviously, I couldn't.

Q The bike has to be better next year, clearly, even to get to the level of the other bikes last year. Do you know that it's going to be better?

A No, I don't know it. I have no guarantees at all, no guarantees that it's going to be better. We're working with the fuel injection now and we've got it pretty much as good as the carburetors. We've yet to make the final decision. We did a test last month and we were running very similar lap times. It's never a guarantee in any sport, especially with what we're doing. There's other areas we're working on, away from the motor. We know we're not going to find 15 or 20 horsepower to match the sort of horsepower the RC45's putting out. We've got to look to different areas to try and get what we need to do. We're pushing shit uphill trying to keep up with them. Anytime I'm in a race and I'm stuck behind one of them, I'm just

pushing my ass off just to keep up. And once they slow us down in the middle of the corner, we've got no acceleration, no speed to keep up down the straight. When we get to the next corner, all we're trying to do is play catch-up again. And I said it all year - that's how it's been all year.

Q I was wondering why you'd want to do that again for three more years.

A It's a challenge for me. It's a challenge for me, and I'm having fun doing it. I look around and I see all the race teams and I'm happy that Suzuki looked after me and they believe in me and they believe I can win the championship - and I'm happy with that. And anything that they tell me they're going to do for me, they do for me. If not, they don't tell me they're going to do it. They say we will try to get you stuff, but we can't guarantee it. That suits me fine. It's not like the previous year, when I was with (Eraldo) Ferracci and I had a whole lot of things that were going to happen and nothing eventuated. And I won four races. Combined, they gave me 40 minutes of happiness straight after the race. Unfortunately, I can't be happy for 40 minutes of the year; I need to be happy for the whole year. As much as I would love to win every race, maybe I'm not going to. Maybe I'll never win an AMA Superbike title... maybe I'll never win another championship again in my life, but I'm happy. I'm happy doing what I do, and I'm happy with the challenge that I've taken on.

Q Do you have access to the same fuel-injection system that World Superbike has?

A We can't run it. It's not homologated. They're allowed to run a different throttle body. It's a whole different body. We run the production body that comes with the street bike, which, unfortunately, is hurting us. It's a big, big key to how this might turn out next year. Because so far, we've tested it, it's still down on horsepower a bit. The lap time's the same. It just smooths out the whole motorcycle. The suspension problems we had went away and it just seems to smooth out the powerband. If we can get that horsepower and keep that smoothness and throttle - which we know we can; that's all down to electronics and getting the mapping right - and if we can get that, we'll have less problems with the setup, the suspension; we should have smoother acceleration; obviously (it will be) better on the tires. We're missing that little bit of a link there at the moment. Obviously, Suzuki's trying as hard as they can to do it; unfortunately, we just haven't come up with it yet.

Q Will having more races this year help or hurt?

A Well, we've got more at the moment, but they do that every year, and come next year we'll have 12 races. Like this time last year, we had 14 races, too.

Q Who's the competition this year?

A From what we hear about the Yamaha superbike, we can count those two guys out if they get the new one. That's just, obviously, what you hear at the moment. No, there's guys like Anthony (Gobert), Miguel (DuHamel), Aaron (Yates), Ben (Bostrom) - lots of guys. Aaron on the Kawasaki - there are shitloads of people who are going to be fast. Lots and lots of people. But you never see a close superbike race. Very, very rarely do you see a close superbike race. It's because all the

bikes are different and every race you go to is different, so you've got to try to do the best with what you've got. I think it's going to be the same for everyone. Obviously, championshipwise, I don't know about Miguel, though. He's still not real healthy as far as the knee and that goes. I don't know where he's going to go with that. If he's not better within the next month or so and he just has enough time to get fit, he'll probably struggle for the first few races, and that could be enough to keep him out of it if a few people get a fast start. From what I hear about Anthony, he's got (a) full factory bike and that sort of stuff. And Anthony on a full factory bike, people will see how fast he can go. It's just a matter of if he's going to do the whole year and if the bike's reliable and if he can see out the year - keep himself on a straight line and see out the year. If he does, he's tough to beat. Everyone knows how fast he is. The guy hasn't ridden a bike for I don't know how long, and he comes here and goes fast. He's a rider - that's why. That's the only reason that happens.

Q What about the tracks? There are some that you don't think are worth going to. You're not alone in that...

A I'm not alone in that, but I'm the only one that's got the balls to stand up and say anything. All these riders are a bunch of handbags, they really are. And they wonder why they keep having to go back to some of these tracks instead of just sort of saying, "Let's do something about this race track" and "We're not happy riding it." In amongst all of us talking, everyone says that, but when someone comes up to them who's official, they don't even mention it. It's terrible. I'm sure Miguel and those guys will be mentioning it a little bit more from now on. But Miguel was a bit of a critic all the time. I think now that I'm disappointed at some of the comments that I've heard from the guy at Loudon, and he called me a prima donna because I said his track was dangerous - blah, blah, blah. Since I've been here in '96, I said that track's unbelievable. In the paper this year, I heard he called me a prima donna. Obviously, he hasn't opened his eyes and seen who was leading his race this year and who won it the year before and who was competitive the year before that, and that was me. Come Sunday, you still have to put your head down and do the best job you can. I like that type of race track. Fortunately, I've had a cushion at that race track as to how fast I could go. I can just back off a little bit and be fast enough to stay out front. I don't know why, but that race track seems to suit me really well. I can just back off a little bit and still be fast. I'm a critic of the race track - you have to be. This is our lives. This is my life. One crash and you're hurt. Then what do I have?

Q Let's go backward a bit. You said recently that when you rode for Cagiva, you were a bit immature. Would you do anything different in your career?

A You always say you'd do things differently, but when you look back, I'm happy now - I'm making a good living, I have a beautiful wife, so I'm happy. Maybe if I changed something back then, I'd be feeling like shit right now, so who knows? Things are turning out good for me at the moment. As much as I'd like to win six or seven races a year, and I'm not, things are looking good for me. In five years, probably when I retire, everyone will be happy to see the back of me - especially

the AMA, probably. I won't be whinging about race tracks anymore. And everyone else will probably think, "Christ, that prick's gone," and everyone will forget about me. So, essentially, I've got to look after one person, and that's me. Because when I go, nobody's gonna give a shit where I've gone. I wouldn't have changed anything. Obviously, in the short term, I would never have gone and raced a 500 so early. I was road racing for less than two years when I signed the 500 contract. I got on a 250 production bike, won the '91 250 production championship. In '92, I won the Superbike Championship, and in September of '92, before I even finished the Superbike Championship, I signed a 500 contract. My contract was three years. I only did one year. Basically, there was some tension on the team with the whole (John) Kocinski thing that was going on. Cagiva had liked Kocinski for years and years, and when they got the chance to have him, their program was going to shit. Everything was turning to crap. Everything turned to crap for Doug (Chandler) as well. And I remember Doug wasn't happy at all about that. So, everything turned to shit in '93. And, yeah, if the same thing happened to me, I would've been able to handle it in a different way and I probably would've survived, but back then.... I remember driving down the road, I had a 40-foot motorhome that I leased off Wayne Gardner, and I still think back now and remember driving down the road and thinking to myself, "Man, what am I doing here? What am I doing here? Here's (Wayne) Rainey, and (Kevin) Schwantz."

Just the year before, I had their posters on my wall. It's the truth. I had their posters on my wall and now I'm lining up on the grid with them? This isn't right. It shouldn't be happening. But it was. I was 20 years old. If you'd have seen this contract they put in front of me, it seems to be worth a couple of million dollars. And the first year was worth so much, it was unbelievable. The first year was worth a lot of money because the year before, I basically signed a contract with Kawasaki for nothing. And I'd gone and won so many races that year. Even in '92, when I won the championship, I probably made, all up, \$50,000. Then, all of a sudden, they're dangling this big carrot in front of you. You say, "Shit, I'm 20-years-old, I've been swinging a hammer with the old man and arguing every day on the roof in the 110-degree heat." It's like, "Man, give me a pen, I want to sign this damn thing." And when I first went on the 500, I was actually pretty quick until I started crashing the thing. And I didn't understand why I crashed it. I never, ever high-sided a road bike until I got on a 500. And the first one I had was in Jerez - a big third-gear high-side. And I don't remember anything, until the next thing I know, I was in hospital. It just happened too quick. I was lost, totally lost. I didn't know Europe, didn't know nothing. I got hooked up with Harris Barnett, who was Wayne Gardner's manager. I didn't even meet the guy until I was in the room, signing the contract. I thought I was this superstar. Essentially, everything I'd done was just a big f---up, everything. And I wasn't ready for it. I was very immature. I wasn't probably as mature as what Nicky Hayden's going to be when he's 20. I was an ex-motocrosser, a hooligan, and tear-ass in cars, all that sort of bullshit, and then I come and I'm racing 500 GPs. It was just a big fat waste of time.

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Coming Soon

Pacific Coast Pro Am Championships

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship

Road Racing Series

4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series

3/28 Kyalami, South Africa, Rnd 1
4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship

Motocross Series

4/11 Castineau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Arco di Trento, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Velke Uherce, Slovakia, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Teutschenthal, Germany, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkdange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lerop, Holland, Rnd 13

FIM 250cc World Championship

Motocross Series

3/21 Talavera de la Reina, Spain, Rnd 1
3/28 Megalopolis, Greece, Rnd 2
4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
7/11 Bramont, Canada, Rnd 11
8/1 Gdynia, Poland, Rnd 12
8/8 Folkdange, Luxembourg, Rnd 13
8/22 Nismes, Belgium, Rnd 14
8/29 Gaildorf, Germany, Rnd 15
9/12 Budds Creek, MD, Rnd 16

FIM 125cc World Championship

Motocross Series

3/14 Verneuil si Avre, France, Rnd 1
3/28 Cingoli, Italy, Rnd 2
4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Holland, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vass, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Bielstein, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations

9/26 Indaiatuba, Brazil

FIM World Individual

Speedway Championship

Grand Prix Series

5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vejens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

AMA MBNA Superbike Series

3/3-7 Daytona Beach, FL, Rnd 1
3/19-21 Phoenix, AZ, Rnd 2
4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhardt Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9

7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Grand National

Dirt Track Series

3/6 Daytona Beach, FL, Rnd 1
5/8 Hagerstown, MD, Rnd 2
5/15 Woodstock, GA, Rnd 3
5/22 Harrington, DE, Rnd 4
5/30 Springfield, IL, Rnd 5
6/12 TBA, Rnd 6
6/19 Mineralwells, WV, Rnd 7
6/26 Lima, OH, Rnd 8
7/3 Indianapolis, IN, Rnd 9
7/10 Joliet, IL, Rnd 10
7/17 Oklahoma City, OK, Rnd 11
7/24 Du Quoin, IL, Rnd 12
7/31 Rossburg, OH, Rnd 13
8/7 Lake Odessa, MI, Rnd 14
8/11 Rapid City, SD, Rnd 15
8/15 Peoria, IL, Rnd 16
8/21 Hagerstown, MD, Rnd 17
8/28 Sedalia, MO, Rnd 18
9/5 Springfield, IL, Rnd 19
9/11 Dallas, TX, Rnd 20
9/18 TBA, Rnd 21
9/25 Sacramento, CA, Rnd 22
10/2 Las Vegas, NV, Rnd 23
10/10 Del Mar, CA, Rnd 24
Info: 614/891-2425

AMA Toyota Trucks

U.S. Supercross Series

1/16 San Diego, CA, Rnd 2
1/23 Phoenix, AZ, Rnd 3
1/30 Seattle, WA, Rnd 4
2/6 Anaheim, CA, Rnd 5
2/13 Tampa, FL, Rnd 6
2/20 Atlanta, GA, Rnd 7
2/27 Dallas, TX, Rnd 8
3/6 Daytona Beach, FL, Rnd 9
3/13 Houston, TX, Rnd 10
3/20 Minneapolis, MN, Rnd 11
3/27 St. Louis, MO, Rnd 12
4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

AMA PJ1 National

Arenacross Series

1/15-17 Hampton, VA, Rnd 8
1/22-24 Baltimore, MD, Rnd 9
1/29-31 Niagara Falls, NY, Rnd 10
2/5-7 Winston-Salem, NC, Rnd 11
2/12-14 Guthrie, OK, Rnd 12
2/19-21 Denver, CO, Rnd 13
2/26-28 Sacramento, CA, Rnd 14
3/5-7 Portland, OR, Rnd 15
3/19-21 San Jose, CA, Rnd 16
3/26-28 Salt Lake City, UT, Rnd 17
Info: 630/566-6100

AMA Mazda Trucks

National Motocross Series

5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, WI, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/891-2425

AMA Acerbis Nat'l Enduro Series

2/14 Coalinga, CA, Rnd 1
2/21 Lake Pleasant, AZ, Rnd 2
3/27 Forest Hill, LA, Rnd 3*
3/28 Forest Hill, LA, Rnd 4*
5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/891-2425

AMA National

Hare & Hound Series

1/24 Lucerne Valley, CA, Rnd 1
3/14 Lucerne Valley, CA, Rnd 2
3/27 Murphy, ID, Rnd 3
4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/Nevada, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/891-2425

AMA National

Hare Scrambles Series

2/7 Hollister, CA, Rnd 1
2/21 Wilseyville, CA, Rnd 2

4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/891-2425

AMA/District 37

Dual Sport Ride Series

1/23-24 Ridgecrest, CA
2/6 Julian, CA
2/14 San Luis Obispo, CA
2/27-28 Laughlin, NV*
3/13-14 Death Valley, CA
3/21 San Bernardino, CA
4/18 Cantil, CA
5/1-2 Newhall, CA
5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/16-17 Mesquite, NV*
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Mid-South Championship

Winter Hare Scrambles Series

2/7 New Johnsonville, TN
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

AMA Georgia Winter AM

1/17 Bremen, GA, Rnd 2
1/24 Roberta, GA, Rnd 3
1/31 Reynolds, GA, Rnd 4
2/7 Dalton, GA, Rnd 5
Info: 912/788-0413

AMA Prostar National

Drag Racing Series

2/26-28 Gainesville, FL, Rnd 1
3/27-28 Atlanta, GA, Rnd 2
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West

Drag Racing Series

3/13 Tucson, AZ, Rnd 1
4/10 Bakersfield, CA, Rnd 2
8/21 Salt Lake City, UT, Rnd 3
10/9-10 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA Texas Championship

Hare Scrambles Series

1/17 Fort Hood, TX, Rnd 1
1/31 Zars, TX, Rnd 2
2/21 String Prairie, TX, Rnd 3
3/7 Rockne, TX, Rnd 4
3/28 Fort Hood, TX, Rnd 5
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or
http://www.flash.net/~tchss.

PACE Ultracross Series

2/5-7 Monroe, LA, Rnd 3
2/19-21 Milwaukee, WI, Rnd 4
2/26-28 Nampa, ID, Rnd 5
3/12-14 Memphis, TN, Rnd 6
3/19-21 Chattanooga, TN, Rnd 7
Info: 817/246-7400

SERA Hare Scrambles Series

1/10 Maplesville, AL
2/7 Meridian, MS
Info: 504/665-0313

Grand National Cross Country Series

3/1-2 Okeechobee, FL, Rnd 1
3/6-7 Macon, GA, Rnd 2
3/20-21 Cross Keys, SC, Rnd 3
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

**AHRMA/Progressive
Suspension Historic Cup
Road Race Series**

2/26 Deland, FL
3/1-2 Daytona Beach, FL
4/10-11 Rosamond, CA
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/29-30 Braselton, GA
Info: 715/842-9699

**AHRMA/Speed & Sport
Vintage MX Series**

2/7 Phoenix, AZ
2/27 Ocala, FL
4/4 Perris, CA
4/18 Sonoma, CA
5/15 Bremen, GA
5/22 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

**AHRMA/Classic Bike Magazine
Dirt Track Series**

2/28 Ocala, FL
3/2 Daytona Beach, FL
3/4 Barberville, FL
4/9 Rosamond, CA
5/30 Port Royal, VA
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
TBA Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

**AHRMA/Speed & Sport
Vintage Trials Series**

2/6 Phoenix, AZ
2/28 Ocala, FL
4/11 Rosamond, CA
4/17 Sonoma, CA
4/25 Collins, MO
5/16 Bremen, GA
5/23 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA/National GP Series

4/18 Budds Creek, MD
5/16 Bremen, GA
5/23 Casey, IL
8/29 Thornville, OH
10/10 White City, IL
11/19 Livermore, CA
Info: 715/842-9699

**I.C.E./WSRA World Cup Ice
Speedway Championship Series**

1/8-9 Belton, TX
1/15-16 Alexandria, LA
1/24 Florence, SC
1/29 Fayetteville, NC
1/30 Greensboro, NC
2/4-5 Moline, IL
2/12-13 Pensacola, FL
2/19-20 Memphis, TN
2/27 Miami, FL
3/6-7 Columbus, GA
3/12-13 TBA
3/19-20 Johnstown, PA
Info: 970/845-6073

**North American
Sport Bike Series**

2/26-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

GFI Winter Series

South
1/17 Barona Oaks, CA, Rnd 2
1/24 San Jacinto, CA, Rnd 3

2/7 TBA, Rnd 4
2/21 TBA, Rnd 5
North
1/17 Tracy, CA, Rnd 2
1/24 Hollister, CA, Rnd 3
1/31 La Grange, CA, Rnd 4
2/7 Turlock, CA, Rnd 5
North-South Showdown
3/7 TBA
Info: 909/653-4042

**Northwest Regional
Motorcross Series**

2/14 Sacramento, CA, Rnd 1
2/28 Tulare, CA, Rnd 2
3/14 Brentwood, CA, Rnd 3
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

NMA World Mini Grand Prix

4/7-11 Las Vegas, NV
Info: 562/868-8112

**NMA Ponca City Grand
National Motocross
Championship**

7/27-31 Ponca City, OK
Info: 562/868-8112

**La Playa Motocross
Grand Prix Series**

3/1 Rosarito, BC, Mexico, Rnd 1
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or
www.toomuchfun.com.mx

**WERA National Endurance
Series**

4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

**WERA National Challenge
Series**

4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Grand National Finals

TBA Braselton, GA

WERA Vintage Series

3/13-14 Braselton, GA
3/20-21 College Station, TX
4/10-11 Henderson, TX
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/8-9 College Station, TX
5/15-16 Garrettsville, OH
5/22-23 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/10-11 Braselton, GA
7/17-18 College Station, TX
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN
8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/21-22 Hallett, OK
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
TBA Braselton, GA
Info: 770/924-8404

WERA Sportsman Series

North Central
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN

8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN

Northwest

3/13-14 Braselton, GA
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH

Mid-Central

2/20-21 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallett, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN

South Central

2/20-21 Henderson, TX
3/20-21 College Station, TX
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX

Southeast

2/20-21 Talladega, AL
3/13-14 Braselton, GA
3/27-28 Faulkville, GA
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

**International
Speedway Series**

3/20 Costa Mesa, CA
4/10 Costa Mesa, CA
4/17 Costa Mesa, CA
4/24 Costa Mesa, CA
5/1 Costa Mesa, CA
5/8 Costa Mesa, CA
5/15 Costa Mesa, CA
5/22 Costa Mesa, CA
6/5 Costa Mesa, CA
6/12 Costa Mesa, CA
6/19 Costa Mesa, CA
6/26 Costa Mesa, CA
7/9-11 Costa Mesa, CA
7/31 Costa Mesa, CA
8/7 Costa Mesa, CA
8/14 Costa Mesa, CA
8/21 Costa Mesa, CA
8/28 Costa Mesa, CA
9/11 Costa Mesa, CA
9/18 Costa Mesa, CA
9/25 Costa Mesa, CA
10/2 Costa Mesa, CA
Info: 949/492-9933 or
www.wient.com/speedway

**CMRRA 50cc/125cc
Championship**

Road Race Series
1/23-24 Rosamond, CA
2/14 Riverside, CA
3/6-7 Rosamond, CA
4/4 Palomar, CA
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series

1/16-17 Rosamond, CA, Rnd 1
2/20-21 Rosamond, CA, Rnd 2
3/20-21 Rosamond, CA, Rnd 3
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Hypnotic Attack - Inescapable Strength - Total Air



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**\$510,000.00
PURSE & POINT FUND!**

SBS DASH FOR CASH

- JUMP OFF CONTEST
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- 3 BIG DAYS OF RACING
- 125cc & 250cc MAIN EVENTS
- FACTORY SUPPORT TEAMS
- TOP PRIVATEERS
- YOUTH/AMATEUR TROPHIES
- 1st - 10th PLUS CONTINGENCY

**Featuring:
Arenacross
National Champion
#1 Buddy Antunez**

**Jeff Willoh
Chad Pederson
Jeromy Buehl
Greg Rand
Denny Stephenson
Mike Jones
Cliff Palmer
and more...**



PRO / EXPERT FRI. & SAT.
Registration 1-3pm • Practice 3pm
Races 7:30pm

YOUTH / AMATEUR SUNDAY
Registration 6:30-8am
Practice 8am
Heats 11am • Races 2pm

SCOTT
REGINA

Info Hotline: (817) 246-7400 **PACE**
MOTOR SPORTS

What's happening? Cycle News Calendar.

MAKE YOUR PLANS NOW!

**WORLD MINI
GRAND PRIX**
You're invited to be a part of the...
**WORLD'S BIGGEST
MOTOCROSS EVENT**
APRIL 7 THRU 11, 1999
LAS VEGAS, NV (562) 868-8112
(909) 657-6782

**1998 California
CRC Race Schedule**
100% PRO PAYBACK
Sunday Jan. 17 CRC Motocross LACR
Sunday Jan. 24 CRC Motocross (J B Track) LACR
Sunday Jan. 24 Vintage MX (Saddle Glen) LACR
Thursday Jan. 28 Donnie Hansen MX School LACR
Friday Jan. 29 Donnie Hansen MX School LACR
Saturday Jan. 30 Over the Hill Gang LACR
Sat. Practice Jan. 9 to May. 22 • 9am to 2pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc

GLEN HELEN
RACEWAY PARK
SAN JACINTO, CA
www.GlenHelen.com
**CALL 24 HOURS
FOR
RACE &
PRACTICE INFO
(909) 880-3090**
Thurs., Jan. 14 MX Practice 8:00am till Dusk
Sat., Jan. 16 MX Practice 8:00am till 1:00pm
Sun., Jan. 17 MX Practice 8:00am till 4:00pm
Thurs., Jan. 21 MX Practice 8:00am till Dusk
SRA GRAND PRIX SERIES
SUNDAY, JANUARY 31ST - ROUND #1

STARWEST
☆☆ MOTOCROSS PARK ☆☆
SATURDAY NIGHT RACING MAR-OCT
TWO TRACKS - MAIN & PEE WEE
On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
☆☆ OPEN RIDING PRACTICE ☆☆
TUES & THURS 4:30 - 9:30PM WED
SAT 9AM - 2PM MINIS ONLY
4:30 - 9:30PM
"CALIFORNIA'S HOTTEST NIGHT TRACK"
MORE INFO OTHER EVENTS IN ADDITION
909-943-4535 TO STARWEST
909-657-8845 SANCT BY

**Competition Park Motocross
San Jacinto, CA**
Open Practice:
8:00 AM - 6:00 PM (All Tracks)
**Thursday, Friday,
Saturday, Sunday**
Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
(909) 654-2126 or (760) 633-1197

**TULARE
CYCLE PARK**
Tulare, CA Event Calendar
Sat., Jan. 16 MX Practice 10am - 3pm
Sun., Jan. 17 MX Series Race - Round 2
Sat., Jan. 30 MX Practice 10am - 3pm
Sun., Jan. 31 MX Series Race - Round 3
All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

RACING ON THE TUBE

JANUARY BROADCASTS

DATE	TIME	EVENT	NETWORK
1/5/99	1:30 AM	World Ducati Weekend - Robert Carradine, host	Speed
1/5/99	2:00 AM	AMA US Open of SX - MGM Grand (10/10/98)	Speed
1/5/99	8:30 AM	AT - Easyriders Tour Final	Speed
1/5/99	10:00 AM	FIM World GP 125 - Holland	Speed
1/5/99	11:00 AM	FIM World GP 250 - Holland	Speed
1/5/99	1:00 PM	AMA Formula Extreme - Brainerd (8/1/98)	Speed
1/5/99	2:00 PM	AMA 750cc Supersport - Mid-Ohio	Speed
1/5/99	7:00 PM	AT - Indianapolis Aftermarket Expo	Speed
1/5/99	7:30 PM	Bike Week - Larry Maiers, host	Speed
1/5/99	9:30 PM	World Ducati Weekend - Robert Carradine, host	Speed
1/5/99	10:00 PM	AMA US Open of SX - MGM Grand (10/10/98)	Speed
1/5/99	11:00 PM	AT - Indianapolis Aftermarket Expo	Speed
1/5/99	11:30 PM	Bike Week - Larry Maiers, host	Speed
1/6/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
1/6/99	7:30 AM	World Ducati Weekend - Robert Carradine, host	Speed
1/6/99	5:00 PM	Bike Week - Larry Maiers, host	Speed
1/6/99	5:30 PM	World Ducati Weekend - Robert Carradine, host	Speed
1/7/99	6:30 PM	MotoWorld	ESPN2
1/8/99	3:30 AM	MotoWorld	ESPN2
1/9/99	1:30 AM	AT - Indianapolis Aftermarket Expo	Speed
1/9/99	7:00 AM	AT - Indianapolis Aftermarket Expo	Speed
1/9/99	9:30 AM	Bike Week - Larry Maiers, host	Speed
1/9/99	7:30 PM	AT - Indianapolis Aftermarket Expo	Speed
1/10/99	4:00 PM	AMA US Open of SX - MGM Grand (10/10/98)	Speed
1/10/99	5:00 PM	AMA US Open of SX - MGM Grand (10/10/98) Race 2	Speed
1/12/99	2:00 AM	AMA US Open of SX - MGM Grand (10/10/98) Race 2	Speed
1/12/99	3:30 AM	MotoWorld	ESPN2
1/12/99	8:30 AM	AT - Indianapolis Aftermarket Expo	Speed
1/12/99	10:00 AM	FIM World GP 125 - Britain	Speed
1/12/99	11:00 AM	FIM World GP 250 - Britain	Speed
1/12/99	1:00 PM	AMA Formula Extreme - Pikes Peak (9/5/98)	Speed
1/12/99	1:30 PM	Moto Liberty 125 - Laguna Seca	Speed
1/12/99	2:00 PM	AMA 750cc Supersport - Brainerd	Speed

AT = American Thunder

If you are unable to get ESPN2, Fox Sports Net, or Speedvision, contact your local cable company.

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Check out what our readers are saying about Cycle News On-Line!

"This has to be the greatest idea of the century! This is why the internet is so valuable...just the information as fast as it can be typed and a couple of clicks can be made! It's a shame not everybody has a computer, this is the way to go. I absolutely love your coverage of all the national events and encourage you to keep up the good work!...I get the results anytime I want (usually live) and then read the full story in a couple of weeks when Cycle News hits my front door. Bottom line: Virtual Grandstand is GrrrrrEAT!"

- Dan Gremmler
via internet

Check out Cycle News On-Line for yourself at

CYCLE NEWS
ONLINE

www.cyclenews.com

Max Track ... it's a little different!
Pitts, CA

Weekly Open MX Practice Schedule
Wed. (10am-4pm) Sat. (9am-4pm) Sun. (9am-4pm)
Info: (949) 367-9583

STADIUMCROSS PRACTICE
© A.V. FAIRGROUNDS, LANCASTER, CA

EVERY WEDNESDAY
STARTING JAN 20TH TIL MARCH 10TH
11 AM - 5 PM
FOR MORE INFO: 805-942-6040

WSMC WILLOW SPRINGS MOTORCYCLE CLUB

Motorcycle Road Racing on "The Fastest Track in the West"
Motorcycle Road Racing
3rd Sunday every month

Next Event - January 16 & 17
INFO (805) 256-1234
www.race-wsmc.com



REGIONAL & NATIONAL
SANCTIONS-LICENSE
INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650

National Motorsport Association



Oakland
Sport Center

PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(248) 673-3366 (248) 673-8144 FAX
UPS Daily

MOTOCROSS RACING ASSOCIATION

Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com

Call 734-241-1600
for 1999 Racing Schedule

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Whiplash Motorsports Desert Tour Buggy & Truck Series

3/27 Rocky Point, AZ
5/29 Holbrook, AZ
7/3 TBA
9/4 Snowflake, AZ
10/16 TBA
11/20 Globe, AZ
Info: 602/971-3730

Desert Challenge Bikes & ATV Series

2/14 Wickenburg, AZ
3/27 Rocky Point, AZ
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

AMX North/South Shootout Series

1/17 Eloy, AZ, Rnd 2
1/31 Cottonwood, AZ, Rnd 3
2/7 Eloy, AZ, Rnd 4
2/21 Wittman, AZ, Rnd 5
2/28 Cottonwood, AZ, Rnd 6
Info: 520/743-7727

Florida Winter-Am Series

1/17 Bradenton, FL
1/24 Reddick, FL
1/31 Dade City, FL
Info: 904/935-6872

Trials Incorporated Championship Trials Series

3/27-28 Twinsburg, OH
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association

2/21 Corral Canyon, CA
3/7 Johnson Valley, CA
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series

Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR

Southwest
1/23-24 Rosamond, CA
2/28 Buttonwillow, CA
4/3-4 Rosamond, CA
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/720-5371 or 949/720-5362 or
www.supertt.com

USCRA Vintage Series

2/25-26 Faulkville, GA
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, Nova Scotia, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series

2/27 St. George, UT
3/13 Delta, UT
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

Sunshine State MX Championship Series

2/7 Reddick, FL
2/14 Dade City, FL
2/21 Ona, FL
3/7 Orlando, FL
3/21 Reddick, FL
4/11 Ocala, FL
4/18 Dade City, FL
4/25 Ocala, FL
5/2 Ona, FL
5/9 Reddick, FL
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL

7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

JANUARY						
S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRUARY						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARCH						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

*Denotes Pro Payback

Jan 15-16

*LOUISIANA ICE SPEEDWAY -
ICE/WSRA, Rapides Coliseum,
Alexandria. Info: 970/845-6073 or
www.speedwaybikes.com/ice.

Jan 15-17

INDIANA MONSTER TRUCK AND MX
SHOW - Motorsports Entertainment
Group, Memorial Coliseum, Fort Wayne.
Info: 602/833-1886.

NEW YORK MOTORCYCLE SHOW -
Cycle World International Motorcycle
Show, Advantstar Expositions, Jacob Javits
Convention Center, New York. Info:
800/331-5706 or
www.motorcycleshow.com.

*OHIO ARENACROSS - AMA, Action
Sports Promotions, Toledo Sports Arena,
Toledo. Info: 740/594-6686 or
www.actionsportsracing.com.

TENNESSEE ARENACROSS -
International Promotions, Freedom Hall
Civic Center, Johnson City. Info: 602/899-
2222.

TEXAS ARENACROSS - Checkered Flag
Productions, Winter Arenacross Series,
Wichita Falls. Info: 940/683-4742.

VIRGINIA ARENACROSS - AMA PJ1
National Arenacross Series, PACE Motor
Sports, Hampton Coliseum, Hampton.
Info: 817/246-7400 or
www.arenacross.com.

Jan 16-17

*CALIFORNIA ROAD RACE - WSMC
Road Racing Series, Willow Springs Int'l
Raceway, Rosamond. Info: 805/256-1234
or www.race-wsmc.com.

NEW YORK MONSTER TRUCK AND MX
SHOW - Motorsports Entertainment
Group, Pepsi Arena, Albany. Info:
602/833-1886.

Sat, Jan 16

CALIFORNIA MOTOCROSS - Riverside
Old-Timers Motocross, Glen Helen
Raceway, San Bernardino. Info: 714/996-
8327.

*CANADA ARENACROSS - Future West
sanctioned, Future West Promotions,
Abbotsford AgriFair Arena, Abbotsford, BC.
Info: 604/794-3824.

GEORGIA SUPERCROSS - High Falls
Supercross, High Falls. Info: 770/358-
6111.

*IOWA INDOOR SHORT TRACK -
Shaver Motorsports, McElroy Auditorium,
Waterloo. Info: 319/234-4375.

*NEW YORK INDOOR SHORT TRACK -
The Thunderdome On-Time Productions
of New York Inc., Orange County
Fairgrounds Arena, Middletown. Info:
914/343-4826.

Sun, Jan 17

*ARIZONA MOTOCROSS - AMX
North/South Shootout Series, Yamaha
Contingency, Go Huge Racing
Promotions, Ocotillo Raceway, Eloy. Info:
520/743-7727 or www.gohuge.com.

ARIZONA MOTOCROSS - Whiplash
Motorsports, Canyon Off-Road Park,
Peoria. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - MX Series,
Rnd 2, Tulare Cycle Park, Tulare. Info:
209/685-0503.

*CALIFORNIA MOTOCROSS - GFI
Racing, GFI Winter Series, Rnd 2, Barona
Oaks, Ramona. Info: 909/653-4042.

*CALIFORNIA MOTOCROSS - CMC,
Golden State MX Winter Series, Rnd 2,
Motowest, Hollister Hills GP Track,
Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CRC,
LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware
Motorsports, Seaford Speedway, Seaford.
Info: 302/422-8661.

GEORGIA MOTOCROSS - AMA, Georgia
Winter Series, Hillbilly Hills MX, Roberta.
Info: 912/788-0413.

GEORGIA MOTOCROSS - Southern
Raceway Motocross, Bainbridge. Info:
912/246-3607 or 912/246-5088.

MASSACHUSETTS MOTORCYCLE
EXPO - J&P Promotions, 2nd annual MC
Parts Extravaganza, Worcester's Centrum
Center. Info: 319/462-6011.

*MASSACHUSETTS ICE RACING -
Hamilton Rod-Gun Club, GJM Promotions,
New Boston Road, Sturbridge. Info:
508/943-9197.

*NEW YORK MUD & SNOW
SCRAMBLES - AMA, Square Deal Riders
MC, SDR Raceway, Harpursville. Info:
607/723-2288 or 607/693-2634.

*NEW YORK ICE RACE - Tri-State
Motorcycle Club, AMA, Lembo Lake Park,
Modena. Info: 914/566-4956.

*NEW YORK ICE RACE & SNOWCROSS
- Colden Lakes Ent., Colden Lakes Resort,
Colden. Info: 716/941-5530.

*NEW YORK INDOOR SHORT TRACK -
The Thunderdome On-Time Productions
of New York Inc., Orange County
Fairgrounds Arena, Middletown. Info:
914/343-4826.

*NORTH CAROLINA MOTOCROSS -
16th annual Carolina Winter Series, AMC
and Dirt World Promotions, Montrose MX
Park, Raeford. Info: 919/554-4467.

*OKLAHOMA MOTOCROSS - Pro-Am
Sports Inc., Motorcycle Raceway,
Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA ENDURO - Swamp
Fox Enduro, Charleston. Info: 803/795-0299.

Jan 22-23

MISSOURI ARENACROSS - Checkered
Flag Productions, Winter Arenacross Series,
Cape Girardeau. Info: 940/683-4742.

OKLAHOMA SHORT TRACK - Mid-South
Racing Promotions, McClain County
Fairgrounds. Info: 405/527-2900 or
918/425-7327.

TENNESSEE ARENACROSS - AMA,
Victory Sports Racing, Calsonic Arena,
Shelbyville. Info: 423/323-5497 or
www.victory-sports.com.

Jan 22-24

CONNECTICUT MONSTER TRUCK AND
MX SHOW - Motorsports Entertainment
Group, New Haven Coliseum, New Haven.
Info: 602/833-1886.

MARYLAND ARENACROSS - AMA PJ1
National Arenacross Series, PACE Motor
Sports, Baltimore Arena, Baltimore. Info:
817/246-7400 or www.arenacross.com.

Fri, Jan 22

*OHIO INDOOR MOTOCROSS - AMA,
Marion Fairgrounds Coliseum, Marion.
Info: 740/756-1267.

Jan 23-24

CALIFORNIA DUAL SPORT RIDE - AMA,
District 37, Orange County Duales,
Heritage Inn Motel, Ridgecrest Sports
Center, Ridgecrest. Info: 818/348-8381.

CALIFORNIA SUPER TT - Super TT American Racing Series, CMRRA, Streets of Willow Springs, Rosamond. Info: 909/674-5357 or www.supertt.com.

IOWA MOTORCYCLE SHOW - Midwest Motorcycle Show, CH Promotions, Sioux City Convention Center, Sioux City. Info: 712/262-8910.

Sat, Jan 23

* NEW YORK INDOOR SHORT TRACK - The Thunderdome On-Time Productions of New York Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Sun, Jan 24

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

CALIFORNIA HARE & HOUND - AMA National, District 37, Desert MC, Bessemer Mine Road, Lucerne Valley. Info: 909/865-3935.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 3, Competition Park, San Jacinto. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CRC, Vintage Motocross, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA HARE SCRAMBLES - Perry Hare Scrambles, Perry.

* GEORGIA MOTOCROSS - AMA, Georgia Winter Series, Rnd 3, Bremen MX, Bremen. Info: 912/788-0413.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK ICE RACE & SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA SPEEDWAY ICE RACE - ICE/WSRA, Florence Civic Center, Florence. Info: 970/845-6073 or www.speedwaybikes.com/ice.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

WISCONSIN ICE RACE - AMA, SSTs Charity race for Steel Shoe Fund, Gimmer's Sunset Tavern, Lake Koshkonong's North Shore, Fort Atkinson. Info: 414/353-5920.

Jan 29-30

MISSISSIPPI MONSTER TRUCK AND MX SHOW - Motorsports Entertainment Group, Mississippi Coast Coliseum, Biloxi. Info: 602/833-1886.

NEBRASKA ARENACROSS - Checkered Flag Productions, Winter Arenacross Series, Kearney. Info: 940/683-4742.

NORTH CAROLINA ARENACROSS - AMA, Victory Sports Racing, Bob Martin Ag. Center, Williamston. Info: 423/323-5497 or www.victory-sports.com.

OKLAHOMA MONSTER TRUCK AND MX SHOW - Motorsports Entertainment Group, Chisholm Trail Expo Center, Enid. Info: 602/833-1886.

Jan 29-31

* KENTUCKY ARENACROSS - AMA, Action Sports Promotions, Broadbent Arena, Kentucky State Fairgrounds, Louisville. Info: 740/594-6686 or www.actionssportstracing.com.

NEW YORK ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Niagara Falls Convention Center, Niagara Falls. Info: 817/246-7400 or www.arenacross.com.

OHIO MOTORCYCLE SHOW - Cycle World International Motorcycle Show, Advanstar Expositions, IX Center, Cleveland. Info: 800/331-5706 or www.motorcycleshows.com.

Fri, Jan 29

* NORTH CAROLINA ICE SPEEDWAY - ICE/WSRA, Cumberland County Coliseum, Fayetteville. Info: 970/845-6073 or www.speedwaybikes.com/ice.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Jan 30-31

FLORIDA HARE SCRAMBLES - FTR, AMA, Unlimited Sports Inc., BSTR, Gator Back Cycle Park, Gainesville. Info: 352/245-2011.

Sat, Jan 30

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Los Angeles County Raceway, Palmdale. Info: 714/680-8643.

GEORGIA SUPERCROSS - High Falls Supercross, High Falls. Info: 770/358-6111.

* NEW YORK INDOOR SHORT TRACK - The Thunderdome On-Time Productions of New York Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

* NORTH CAROLINA ICE SPEEDWAY - ICE/WSRA, Greensboro Coliseum, Greensboro. Info: 970/845-6073 or www.speedwaybikes.com/ice.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

OKLAHOMA SHORT TRACK - Mid-South Racing Productions and Budweiser, Indoor Racing, Muskogee Fairground, Muskogee. Info: 918/425-7327.

Sun, Jan 31

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - MX Series, Rnd 3, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - Riverside Old-Timers Motocross, Los Angeles County Raceway, Palmdale. Info: 714/996-8327.

CALIFORNIA GRAND PRIX - SRA, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMC Golden State Series, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - AMA, Georgia Winter Series, Silver Dollar MX, Reynolds. Info: 912/788-0413.

ILLINOIS MOTORCYCLE EXPO - J&P Promotions, 13th annual Motorcycle Parts Extravaganza, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK ICE RACE & SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA ENDURO - Sumter Enduro, Wedgefield. Info: 803/481-5169.

Feb 5-6

MINNESOTA FLAT TRACK - International Promotions, Duluth Entertainment Convention Center, Duluth. Info: 602/899-2222.

MISSISSIPPI ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Tupelo. Info: 940/683-4742.

TENNESSEE ARENACROSS - AMA, Victory Sports Racing, Walters State Arena, Morristown. Info: 423/323-5497 or www.victory-sports.com.

WISCONSIN ARENACROSS - International Promotions, Lacrosse Center, Lacrosse. Info: 602/899-2222.

Feb 5-7

ILLINOIS MOTORCYCLE SHOW - International Motorcycle Shows, Rosemont Convention Center, Rosemont. Info: 800/331-5706 or www.motorcycleshows.com.

* LOUISIANA ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Louisiana Civic Center, Monroe. Info: 817/246-7400.

NORTH CAROLINA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, LVM Coliseum, Winston-Salem. Info: 817/246-7400 or www.arenacross.com.

Feb 6-7

* CALIFORNIA GRAND PRIX - AMA, District 37, Desert Vipers MC, Adelanto. Info: 714/779-5313.

CALIFORNIA HARE SCRAMBLES - P&J Promotions, Hollister Hills SVRA, Hollister. Info: 408/249-4336.

* ILLINOIS ICE RACE - AMA, SSTs, Lambs Farm, Libertyville. Info: 630/773-0734.

Sat, Feb 6

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Mojave Adventures, Banner Store, Julian. Info: 760/251-2477.

* CANADA ARENACROSS - Future West sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC. Info: 604/794-3824.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

OKLAHOMA SHORT TRACK - Mid-South Racing Promotions, Tulsa, Oklahoma Expo Square Pavillion, Tulsa. Info: 918/744-1113 or 918/425-7327.

Sun, Feb 7

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

* ARIZONA OUTDOOR MOTOCROSS - AMX North/South Shootout Series, Rnd 4, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA MOTOCROSS - CMC, Golden State MX Series, Rnd 4, Motowest, Club-Moto, Livermore. Info: 415/587-8678.

CALIFORNIA GRAND PRIX - CRC, Diamond Head GP, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Georgia Winter Series, Lazy River MX, Dalton. Info: 912/788-0413.

ILLINOIS MOTORCYCLE EXPO - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MASSACHUSETTS MOTORCYCLE EXPO - J&P Promotions, 6th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Bayside Expo Center, Boston. Info: 319/462-6011.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

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February 5-7, 1999

▼ MINNEAPOLIS
February 12-14, 1999

▼ ATLANTA
February 19-21, 1999

▼ DAYTONA
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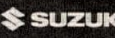
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Sun, Jan. 17 GFI Winter Series Round 2 Barona Oaks
Sun, Jan. 24 GFI Winter Series Round 3 Hollister, CA
Sun, Feb. 7 GFI Winter Series Round 4 TBA
Sun, Feb. 21 GFI Winter Series Round 5 TBA
Sun, Mar. 7 GFI Winter Series North South Showdown Las Vegas

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Merry Christmas & Happy New Year From GFI/AMP Racing Northern Region
Sun, Jan. 17 GFI Winter Series Round 2 Carnegie Cycle Park Livermore, CA
Sun, Jan. 24 GFI Winter Series Round 3 Hollister Hills GP Track Hollister, CA
Sun, Jan. 31 GFI Winter Series Round 4 La Grange Off Road Park La Grange, CA
Sun, Feb. 7 GFI Winter Series Round 5 Oatfield Raceway Turlock, CA
Saturday Practice prior to all events from Sun 11-2pm

CMC Racing - 714/367-1141

CMC Golden State Nationals
S Rnd 2: Jan. 17 Competition Park San Jacinto, CA
N Rnd 2: Jan. 17 Hollister Hills SVRA Hollister, CA
Sun, Jan. 24 GFI Winter Series Round 4 TBA
Sun, Feb. 21 GFI Winter Series Round 5 TBA
Sun, Mar. 7 GFI Winter Series North South Showdown Las Vegas

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March 18
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GNC FINAL
March 19, 20, 21



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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE & SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 828/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, New Johnsonville. Info: 615/859-0873 or msws.org.

* TEXAS INDOOR SHORTTRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

Feb 12-13

NORTH CAROLINA ARENACROSS - AMA, Victory Sports Racing, WNC Ag. Center, Asheville. Info: 423/323-5497 or www.victory-sports.com.

Feb 12-14

MINNESOTA MOTORCYCLE SHOW - International Motorcycle Show, Minneapolis Convention Center, Minneapolis. Info: 800/331-5706 or www.motorcycleshows.com.

OKLAHOMA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Lazy E Arena, Guthrie. Info: 817/246-7400 or www.arenacross.com.

Feb 13-14

CALIFORNIA HARE SCRAMBLES - Four Aces MC, AMA, District 37, Teagle Wash, Red Mountain. Info: 760/375-1009 or sidecarsusie@earthlink.net.

IOWA CUSTOM CYCLE SHOW - Capitol City Custom Cycle Show, CH Promotions, Iowa State Fairgrounds, Des Moines. Info: 712/262-8910.

Sat, Feb 13

CALIFORNIA EUROPEAN SCRAMBLES - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA MOTOCROSS - CRC, SVRG Vintage, LACR, Palmdale. Info: 805/272-8889.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

OKLAHOMA SHORT TRACK - Mid-South Racing Productions and Budweiser, night race, Muskogee Fairground, Round Arena, Muskogee. Info: 918/425-7327.

Sun, Feb 14

ARIZONA MOTOCROSS - Whiplash Motorsports, Speedworld, Wittman. Info: 602/971-3730.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Cal Poly Penguins MC, university lot, San Luis Obispo. Info: 805/545-0837.

CALIFORNIA HARE AND HOUND - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA North Western Region, AMA, Prairie City SVRA, Rancho Cordova. Info: 925/829-9386.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA HARE SCRAMBLES - Long Cane Hare Scrambles, Mount Carmel. Info: 706/860-2308.

Feb 19-21

COLORADO ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Denver Coliseum, Denver. Info: 817/246-7400 or www.arenacross.com.

GEORGIA MOTORCYCLE SHOW - International Motorcycle Show, Georgia International Convention Center, Atlanta. Info: 800/331-5706 or www.motorcycleshows.com.

* PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA, Armin Hostetter Trailway Speedway & Motorama Association, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-4310 or www.trail-wayspeedway.com.

* WISCONSIN ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Wisconsin Center Arena, Milwaukee. Info: 817/246-7400.

Fri, Feb 19

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Feb 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - CRC, Golden Cup Series, LACR, Palmdale. Info: 805/272-8889.

FLORIDA HARE SCRAMBLES - Southwest Florida Trail Riders Inc., Clewiston. Info: 941/629-2379.

Sat, Feb 20

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Sun, Feb 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

CALIFORNIA TRIALS - Corral Canyon Rd, ATA Championship Series, SDTR. Info: 619/443-9678.

* CALIFORNIA MOTOCROSS - CMC, OTHG, Motowest Racing, Hollister Hills GP Track, Hollister Hills. Info: 415/587-8678.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Downtown River Center, Davenport. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA HARE SCRAMBLES - Sumter Hare Scrambles, Sumter. Info: 803/558-3031.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Volunteer Hare Scrambles, Morristown. Info: 423/323-5497 or www.victory-sports.com.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Van Leer. Info: 615/859-0873 or msws.org.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

WISCONSIN MOTORCYCLE SWAP MEET - Downtown Civic Center, Eau Claire. Info: 715/834-8389.

Feb 26-28

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Arco Arena, Sacramento. Info: 817/246-7400 or www.arenacross.com.

FLORIDA DRAG RACE - AMA, Prostar, 8th annual, MRE Sunshine Nationals, Gainesville. Info: 256/852-1101.

* IDAHO ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Idaho Center, Nampa. Info: 817/246-7400.

Sat, Feb 27

* CANADA ARENACROSS - Future West sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC. Info: 604/794-3824.

Sun, Feb 28

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA SUPER TT - Super TT American Racing Series, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333 or www.supertt.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - AMA, Rnd 1, District 9, Georgia Spring Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* NEVADA HARE SCRAMBLES - MRANN, Mason Valley Dirt Squirts, Yerington. Info: 702/463-1939.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA ENDURO - Sandlapper Enduro, Pelion. Info: 803/356-4556.

Mar 3-7

FLORIDA MOTORCYCLE SHOW - Cycle World, Daytona International Motorcycle Show, Avianstar Expositions, Daytona International Speedway, Daytona Beach. Info: 800/331-5706 or www.mvgonline.com.

Mar 5-6

NEW MEXICO ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Hobbs. Info: 940/683-4742.

Mar 5-7

OREGON ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Portland Memorial Coliseum, Portland. Info: 817/246-7400 or www.arenacross.com.

Sat, Mar 6

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

Sun, Mar 7

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* CALIFORNIA MOTOCROSS - CMA, Club-Moto, Livermore. Info: 209/673-8080 or 949/443-MOTO.

CALIFORNIA GRAND PRIX - CRC, Bandido GP LACR, Palmdale. Info: 805/272-8889.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

MEXICO MOTOCROSS GP - Too Much Fun Promotions, La Playa Motocross GP Series, Rosarito, BC, Mexico. Info: 011-52-661-2-25-25 or www.toomuchfun.com.mx.

* OHIO MOTOCROSS - Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Mar 12-13

OREGON ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Prineville. Info: 940/683-4742.

Mar 12-14

MISSOURI MOTORCYCLE SHOW - Cycle World, International Motorcycle Shows, America's Center, St. Louis. Info: 800/331-5706 or www.mvgonline.com.

* TENNESSEE ULTRACROSS - PACE Motor Sports, P.J. Ultracross Series, Mid-South Coliseum, Memphis. Info: 817/246-7400.

Fri, Mar 12

CALIFORNIA INDOOR MOTORCYCLE SWAP MEET - Inter-Shows Motorsport Promotions Inc., Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371.

Mar 13-14

MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

Sat, Mar 13

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, JB Track, LACR, Palmdale. Info: 805/272-8889.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

Sun, Mar 14

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, Saddle Glen Track and JB Track, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Cadiz. Info: 615/859-0873 or msws.org.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE EXPO - J&P Promotions, 11th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Farm Show Complex, Harrisburg. Info: 319/462-6011.

Mar 18-21

* TEXAS MOTOCROSS - GNC International MX Finals, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

Mar 19-20

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

Sat, Mar 20

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

Mar 19-21

* CALIFORNIA ARENACROSS - AMA, PACE Motor Sports P.J. National Arenacross Series, San Jose Arena, San Jose. Info: 630/566-6100 or www.arenacross.com.

* TENNESSEE ULTRACROSS - PACE Motor Sports, P.J. Ultracross Series, UTC Arena, Chattanooga. Info: 817/246-7400.

Mar 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ARENACROSS - AMA P.J. National Arenacross Series, PACE Motor Sports, San Jose Arena, San Jose. Info: 817/246-7400 or www.arenacross.com.

Sat, Mar 20

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

Sun, Mar 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA DUAL SPORT - Pediatric Brain Tumor Foundation, Ride For Kids, San Bernardino. Info: 828/665-6891.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Mar 26-28

UTAH ARENACROSS - AMA P.J. National Arenacross Series, PACE Motor Sports, Delta Center, Salt Lake City. Info: 817/246-7400 or www.arenacross.com.

Fri, Mar 26

* UTAH ARENACROSS - AMA, PACE Motor Sports P.J. National Arenacross Series, Delta Center, Salt Lake City. Info: 630/566-6100 or www.arenacross.com.

Mar 27-28

GEORGIA DRAG RACE - AMA, Prostar, 8th annual Superdrags, Atlanta. Info: 256/852-1101.

Sat, Mar 27

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

Sun, Mar 28

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE HARESCRAMBLES - Mid-South Hare Scrambles Series, Charlotte. Info: 615/859-0873 or msws.org.

WANT ADS

HELP WANTED

Motorcycle Service Representative

American Suzuki is seeking a self motivated individual to fill a Service Representative position. This job requires extensive overnight field travel, assisting our dealers with their service needs. Applicants should have strong communication skills, like to help people, have a very strong technical background and Service Management experience. Suzuki knowledge is preferred but not required. We offer an attractive starting salary, company van, expense account, thorough training program and other excellent benefits. Present territory opening includes the states of FL, GA, AL, SC, MS. Applicants are also encouraged to apply for future openings in other territories around the country. Resumes should include a personally hand written cover letter along with salary history. Please reply to: American Suzuki Motor Corporation, PO Box 1100, Brea, CA 92822-1100, Attn: Human Resources - Dept. MNB NO PHONE CALLS PLEASE.

Parts and Accessory Asst. Mgr.

Busy San Diego dealership is looking for the right person. Top pay and benefits for a hard charging individual who can work with a team. Must possess great customer service skills and have knowledge of motorcycles, ATV's and watercraft. Call Eric. www.quinsey.com (619)442-0678. CA

Automotive Manufacturer Seeks:

C.N.C. MACHINIST/OPERATOR: Position available for hard working individual, machine set up, material cutting & loading. FABRICATOR/WELDER: Mechanical skills req'd for R&D position. Prototype work & Tooling. TIG welding req'd. ASSEMBLY PERSONNEL: Auto part assembly & packaging from parts list. Speed & accuracy a big factor. SHOP HELPER: Tube cutting, forming & grinding. Fabrication skills a plus. FAX RESUME TO RUSSELL: (909)734-2792(Corona). CA

Parts Manager/Sales

Career opportunity, top pay, health insurance, 401K, 5 day week, resort area. Sea-Doo, Suzuki, Polaris, we race and ride. Looking for motivated, caring individuals who take pride in themselves and the company they work for. Send response: P.O. Box 4305, Hot Springs, AR, 71914. AR

SVC MRG, Techs, Parts & Sales

Denver area Honda/Seadoo/ATK dealer looking for experienced service manager, technicians, parts and service professionals. Busy year around. Employment moving to a new, larger facility. Fax or send resume (303)238-6818, 7576 W. 5th Ave. Lakewood, Co. 80226. Attn: BOB. lkwdhon@aol.com. CO

Triumph Motorcycles America Ltd. Needs Western States Area Managers

Due to increasing growth and sales, Triumph Motorcycles America Ltd. is expanding their Western Region Field Sales Staff. We're looking for people that have either successful dealer or OEM sales experience, people who really like the motorcycle business, motorcycle dealers, long hours and being away from home. You must also have computer skills; Microsoft Word, Excel, Outlook, a motorcycle license, a strong work ethic, and a love of motorcycles. In return you'll get a chance to make history by reestablishing one of motorcycling's most famous brands. We'll fix you up with a big of pickup truck, a demo motorcycle and a competitive compensation and benefits package, including medical and dental care. Triumph Motorcycles America Ltd. is a young company with a great deal of potential for advancement. Send your resume either by mail or FAX to Human Resources, Triumph Motorcycles America Ltd., 403 Dividend Dr., Peachtree City, GA 30269. FAX (770)631-6401. Please do not call. GA

Have a passion for Motorcycles?

Due to rapid expansion, Cycle Gear, America's largest and fastest growing motorcycle accessory store chain, has several full time, part time, technician (Sacramento store) and management positions available throughout Northern California. We provide full benefits, FREE company stock, excellent compensation, comprehensive training, a definite career path, aggressive employee discount and a fun, dynamic atmosphere to grow in. Call your local Cycle Gear store or George Gerstenberg today at: (707)747-5053.

Service Technicians

Established and growing multiline dealership in southwestern Indiana need technicians with dealership experience. Great opportunity in a progressive company. Fax resume' and pay history to Big 4 Cycle (812)471-4379. IN

Service Technicians/Parts Person

Established Honda Yamaha dealer in San Francisco area seeks experienced Service Technician and Parts Person, top pay for right person, 5 day work week, benefits and paid vacation. Call Greg or Jeff (707)643-2548. CA

Service Manager

Experienced Manager needed at Honda Kawasaki SeaDoo Dealership. Requires excellent mechanical, customer service, and organizational skills. Large new facilities. Excellent pay at busy dealership. Fax Tracy at Cycle Sports - Eugene (541)607-3088. OR

Parts and Accessories Mgr.

Large modern dealer in sunny California wants the best! Kawasaki, Suzuki, Ducati, Sea-Doo franchise currently. Great opportunity for the right person. Please call or fax today! Fax (831)442-8885, Ph. (831)442-3517. CA

Service Consultant

We need an experienced service consultant who is well organized with strong communication and technical skills plus a big desire to excel in customer satisfaction. Excellent opportunity in a growing and progressive company. Fax resume' and pay history to Big 4 Cycle (812)471-4379. IN

Parts & Accessories Manager

Experienced Parts and Accessories Manager wanted for our busy parts department. Previous Honda experience preferred, computer experience (Lightspeed, Web Page and E-Mail) essential. Team player, great attitude, good customer service skills and good people management skills very important. Full time year round position. Salary based on experience but will include basic + commission and benefits. Fax Resume to Andy @ Honda of Milpitas (408)263-2915 or call (800)734-2639. CA

Parts

Experienced parts person for Kawasaki Suzuki Dealer in Orange County area of So. Calif. Call Pat to arrange interview. (714)258-3311. CA

Watercraft Race Team Mechanic Wanted

Experienced race mechanic wanted for Rocket Ship Sea-Doo Race Team. Headquarters located in Lake Havasu. Serious inquiries only. (520)680-6284. AZ

FAST GROWING NEW COMPANY seeking a highly motivated Sales Manager experienced in the Motorcycle Industry. Must have experience working with motorcycle dealers, outside road representatives, and inside sales people. Applicant must be energetic and capable of working in a fast paced office. Any candidate must be highly self disciplined. Frequent domestic travel will be necessary for this position. International travel will be twice per season. This position's main requirement is the ability to train, manage, and motivate inside and outside sales representatives. Excellent salary and benefits package for the right individual. Must be a motorcycle enthusiast and should be an active rider. Interest in all outdoor action sports helpful. Please fax resumes to RRS at (407)799-3052 or e-mail INTSPT@aol.com.

Sales/Parts/Service

Few positions open for established Suzuki top volume dealership, Southern California by the sea. Fax your confidential detailed resume with motorcycle work history and references to Vic (949)645-3251. CA

Technical Sales

Goodridge USA is offering an excellent opportunity for a qualified individual in our motorcycle division. Applicants should be energetic, have excellent communication skills, computer knowledge, and familiarity of the motorcycle industry. Duties include phone sales, data entry, and light travel. We offer a competitive salary and full benefits package. Fax or mail resume to Dale Berg, Goodridge USA, 20309 Gramercy Pl., Torrance, CA 90501, (310)618-0909. CA

Sales

Great opportunity, multi brands, near the beach, will train. Call Sales Manager. (949)642-4343. CA

Service Technician

Growing multiline motorcycle, ATV, watercraft, snowmobile dealership. Minimum 3 years experience. Mail resume to: Leightons Cycle, 29 Calef Hwy, Lee, NH, 03824. Fax (603)868-1720, phone (603)868-7550, ask for Terry. NH

Parts Manager

Honda, Kawasaki, Sea-Doo dealership moving to new larger building. Clean inventory and good turns. Looking for experience and skills to help grow our hard parts business. Great pay, benefits, cafeteria plan. TUES-SAT. Fax resume and pay history attention Tracy at CYCLE SPORTS EUGENE (503)463-6496. OR

DFW Service Technician

Honda Kawasaki Suzuki Polaris dealership looking for experienced tech for growing dealership. Service department is modern 4-lift, a/c, shop with steady year round business. Top pay plus bonus program, benefits and holidays. Located thirty minutes north of Dallas/Ft Worth metroplex. Contact Scott: (940)387-3885. TX

Mechanics/Parts/Sales People Wanted

Large established 30 year dealership, multi-franchised, motorcycles, ATV's, watercraft and jet boats. Benefits. Coastal Southeast area. Contact Tom (843)553-7900. SC

Service Manager

Large multiple franchise dealer in Northern Virginia needs an experienced manager in Service Department. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the PowerSport industry, call today. Excellent pay, benefits and relocation assistance. Coleman Powersport (703)237-3400 or (800)888-3619 Ric Leary. VA

Service Technician

Leading Phoenix area independent seeking line technician with minimum of 5 years experience on metric bikes. Scope includes all phases of maintenance/repair, extensive accessory installation and trike conversion. Top pay available to professionally career oriented person. (800)932-2618 or (602)731-9003. AZ

"Parts Person"

Looking for enthusiastic, responsible, hard-working, knowledgeable mechanic to work at growing Southern California Honda Suzuki dealership. Medical benefits paid, vacation paid. Join this well trained team! Send resume to 2594 E. Thousand Oaks Blvd. Thousand Oaks, CA 91362, Attn: Eric or Call (805)371-3000 e-mail tohonda1@gte.net. CA

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date:	
Type of event:	Pro Payback: ☐ Yes ☐ No
Event sanction/promoter/sponsoring club:	
Location of event:	
City/Town:	State:
Phone Number (with area code):	()
Website Address/URL:	
Your name:	

Mechanic Wanted

Multi-line Western Colorado dealership with interests in road racing, motocross, freestyle seeking qualified mechanic. Must have minimum 3 years dealership experience. Great starting wage with benefits for the right person. We ride year round and love to play. Contact Dana at Competition Dirt, 2651 Hwy 50, Grand Junction, CO 81503. (970)257-0070 fax same.

Mechanic

Experienced watercraft mechanic in busy Southern California multi-line dealership. Top dollar paid, benefits, etc. Fax resume to (619)278-6198. Attn: Chad. CA

Cycles Of Palm Beach

offers career opportunity to experienced motorcycle and watercraft technicians. High volume multi line dealer in warm and sunny South Florida offers air conditioned service department, excellent earnings and benefits. If you are honest, dependable and do quality work, we need to hear from you. Fax resume to (561)683-1877. FL

Parts and Accessory Asst Mgrs

Be part of a "Mile High" winning team in Denver, Colorado. We are a multi-location, multi-brand dealership group with immediate openings for enthusiastic individuals looking for full-time career and advancement opportunities. Complete management training provided, but parts and accessory experience necessary. For all the details call Jon at Excel Motorcycles and Watercraft, Denver, 1-800-65-EXCEL #3 (800)653-9235 or (303)399-5447.

Bert's M/C & Watercraft Mall

One of the largest dealers in the Nation is looking for highly qualified and motivated people for all departments - Sales, Closer, Finance, Service, Parts and Accessories. Does your present job offer....Over 30,000 sq. ft. of showroom space—All inventory indoors—Over 600 used bikes in inventory—Six franchises, Honda, Suzuki, Yamaha, Kawasaki, Ducati, and Sea-Doo—The World's largest Sea-Doo dealer—Full benefit package including paid vacation, 401k plan and medical insurance. If you're looking to be the best and you can contribute to the #1 Team, please contact Ron at (626)334-1288 or Website: turbobert@aol.com - CA.

Tech*Service*Tech*Service

Positions available immediately in entry level to experienced techs. Watercraft and motorcycles. Writers also needed. Large 10 line dealership, insurance, vacation, 401K and more. It costs you nothing to apply and could be a lifetime career. Apply to Scott Webster or Ron Seidner. Bert's Motorcycle Mall, 900 W. Foothill Blvd. Azusa, Calif. 91702. (626)334-1288.

Haps Honda Needs Mechanics

Year round work, dealer for Honda, BMW, Triumph. Very good benefits, well equipped shop. Equal Opportunity employer. Call Hap (800)303-4277. FL

"Technical Sales"

Race Tech has a career opening for a Technical Sales Rep. Basic suspension knowledge a plus. Must be an enthusiast. Contact Bill (909)594-7755. CA

****Sales, Parts, Service****

Rapidly expanding dealership seeking top performers in all departments. Well established, multi-line dealer in Chicagoland area for over 24 years. Huge product line in all new facility. Great pay, great benefits. Send resumes to Mark at DGY Motorsports 216 Ogden Ave. Downers Grove, IL 60515 or fax (630)829-5409.

REAL MECHANIC FOR JAP BIG FOUR: No entry level, no idiots, no children. You need 5 years verifiable line experience. We do frame straightening, engine building, dyno tuning, repairs and performance work. Make money, have fun, build a future. Join a winning team, call Uncle Paul (713)868-5683 (Love Cycles, Houston) TX

Parts Counter Help

Sea-Doo, Polaris, Yamaha dealership in the Dallas Metroplex is seeking a parts counter person. Some experience a plus. Contact Jerry. rms81@juno.com (972)231-4833. TX

Parts Manager

Sea-Doo, Polaris, Yamaha dealership in the Dallas Metroplex is seeking a qualified Parts Manager. Compton experience a plus. Competitive pay structure, 401k, profit sharing and hospitalization. Contact Jerry. rms81@juno.com (972)231-4833. TX

Service Technicians

Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the PowerSport industry, call today. Excellent pay, benefits and relocation assistance. Ask about our four day work week. Coleman Powersport (703)237-3400 or (800)888-3619. Ric Leary. VA

Dirt/Snow Preferred

Small high mountain dealership seeking self motivated parts clerks to live and ride in the mountains. Knowledge of parts/ACC a must. Lightspeed prefer, but will train. Fax or send resume and references to (970)641-3162, 219 W. HWY 50 Gunnison, CO 81230. CO

Tired of the cold?

Tired of the snow and rust? Ready for a change? Roswell Fun Machines, a large motorcycle dealer in Atlanta, Ga. is seeking experienced sales, parts and service writer professionals. If you have a minimum of five years experience please fax your resume to Bill Mooney. Moving assistance available. (770)442-9388. GA

Toyota Racing Development USA, Inc.

TRD USA, INC. is a California based subsidiary of Toyota Motor Corporation, involved in the design, development and support of racing engines to the exciting CART Champ car series. TRD is seeking highly motivated and experienced professionals to join our team in the following areas: ENGINE BUILD, CYLINDER HEAD PREPARATION. Ideal candidates would have previous experience with preparation or building of racing engines, high quality performance motorcycle or car engines. Applicants should be able to work unsupervised, meet strict deadlines and work overtime. TRD USA INC. offers a very competitive compensation package including excellent benefits. For immediate consideration please fax your resume with salary requirements to: TRD U.S.A., INC., 335 East Baker Street, Costa Mesa, CA, 92626, (714)444-4483. No phone calls please!

"Cycle Sales"

We need experienced, enthusiastic, sales people that want to work hard 5 days a week and earn above average income. Team player, trainable, and dependable. Honda, Suzuki, and H-D. Call DAN O. (707)422-3150. CA

Triumph Motorcycles

Triumph Motorcycles America Ltd., requires an Operations Manager to oversee our warehouse, parts and accessories, warranty and service operation. Candidate must have 10 years experience with motorcycle, automotive OEM or major parts/aftermarket distributor, five of which should be at a senior management position. This position requires strong management, systems and interpersonal skills as well as an interest in motorcycles. This is an excellent opportunity to get in on the ground floor with a growth company and be a key player in influencing it's development. This position is located in Peachtree City, GA about 25 miles southwest of Hartsfield International Airport. We offer a competitive salary, benefits package and 401k program. Please forward your resume via letter or FAX to Human Resources, Triumph Motorcycles America Ltd., 403 Dividend Drive, Peachtree City, GA 30265. FAX (770)631-6401. No phone calls please. GA

Service Manager/Mechanics

Wanted in sunny central California, between Laguna Seca and Hollister Hills. Year round fun. Lightspeed and Lemco experience helpful. Great, great opportunity. Please call or fax today! Fax (831)442-8885, (831)442-3516. CA

Stressed Out?

Tired of the Big City? Growing area in N.W. Arkansas looking for full time, year around Service Technician. Kawasaki, Yamaha experience preferred. Small town atmosphere, excellent school system. Send resume to Siloam Springs Cycle, 1630 E. Main, Siloam Springs, Arkansas. (800)755-1437 or fax (501)524-6846. AR

POSITION WANTED

OLDER ENTHUSIAST, college educated, some state championships, with money to invest wants a Managerial position with a growing company. 26 years dealership experience in all aspects of business, heavy on technical training. Still race MX weekly and enjoy all aspects of motorcycling. Last 9 years in car plant and want back to motorcycles. Free to move. Call for fax or more information. (765)538-2420. IN

BUSINESS OPPORTUNITIES

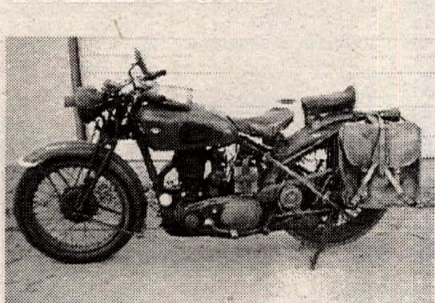
AMA Motocross Track

24 acres related businesses/2 homes/rodeo grounds/ R. V. park, s/w Colorado at National Park entrance. Excellent family operation \$995,000. (970)533-9753. CO

LOOKING FOR A GREAT BUSINESS OPPORTUNITY? Kawasaki store located near Wichita, KS. Thriving business, priced to sell. (402)729-2294. KS

Motorcycle salvage business for sale. Excellent inventory, tremendous potential, easy terms. Allsport. (509)926-5044. WA

COLLECTORS



1945 BSA M20 500cc, daily runner, olive drab, no chrome on this motorcycle. Helmet, uniform, sidearm also available, \$3,500 OBO. (760)379-1107 CA

1969 Honda CB750

Beautiful, professional, restoration of a low mile, original sand cast 1969 Honda CB750. Candy red, bright chrome, polished aluminum, slightly over restored. Expensive but worth it! (805)252-9281. CA

A Trio of Harley XR's

1970 original as raced \$12,500.00. 1972 restored with original NOS frame and Patrick motor \$16,000.00. 1982 XR1000 Roadracer. HD prototype engine with MSO. Race or street \$10,000.00. Call Leo, days @ (732)381-8554. NJ

Old Honda Collection

1966 CA160 first one made serial #1, \$750.00. 1965 CB160 \$350.00. 1968 305 Dream \$700.00. Call for info. (650)341-7157. CA

1972 XR750 BIKE OR MOTOR wanted. (909)658-9112. CA

Vintage Iron World Championship Video

Available Now, \$19.95. (714)694-0066. CA

1972 CZ360

Excellent condition, \$1,000. (810)659-9671. MI

Kawasaki KT250 Trials

Expert class champion, tricked out, \$1,200. (530)626-0855. CA

Vintage 125's

Honda Elsinore, '74. Monark of Sweden, '73. Both bikes \$1,500. (909)693-0499. CA

Vintage Iron Sale

MAICO 490, NEWLY RESTORED, \$5,000. YZ250H, newly restored, \$4,000. '66 Rickman Metisse 650, race ready, \$7,500. '73 CZ400, race ready, \$1,800. '75 Rokon 6 Day, new, \$3,500. (714)694-0066 Rick. CA

B50 BSA Flat Tracker/Montesa

New C&J frame, Works shocks, Dunlop K180's, Airheart, Barnes, Borran's, TPR built engine, Carrillo rod, Megacycle, Mikuni, All new and ready to go, \$6,250. Montesa Cappra 250/5, freshly restored, TT setup, new 18" Pirelli's, engine by Rocky Mtn. Montesa, lots of new parts, \$2,100. (406)933-8664 work. (406)449-3192 home. MT

Dirt Trackers

Yamaha 360, Champion frame, nickel plated, plus four 360 engines '71-'74. '74 250 Bultaco Pursang. MX 360 modified frame for dirt track. \$2,700 OBO. (770)339-3997. GA

GENERAL MERCHANDISE

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Street Bike Parts

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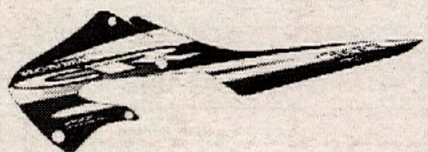
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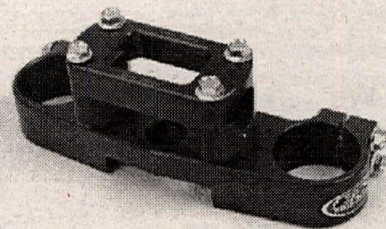
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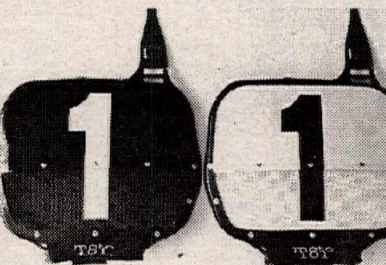
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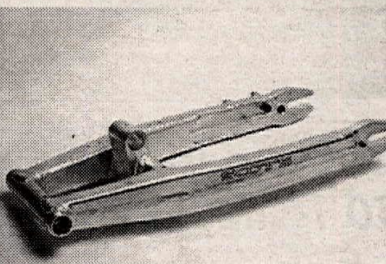
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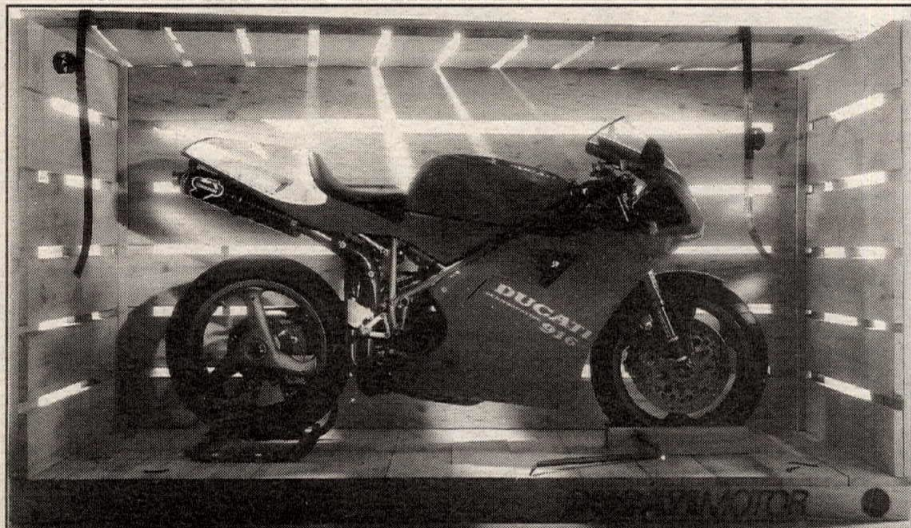
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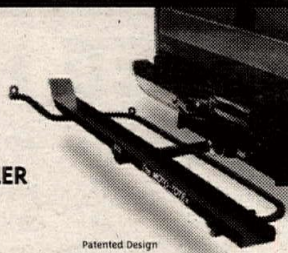
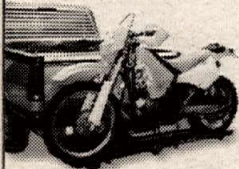


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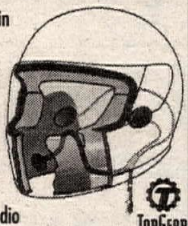
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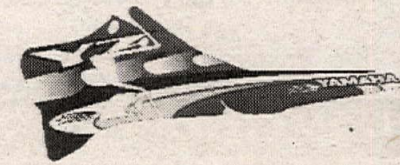
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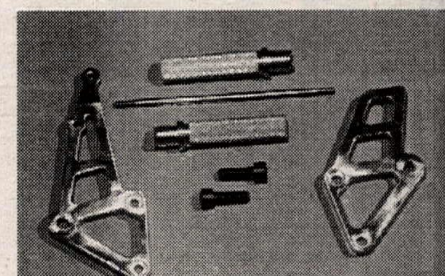
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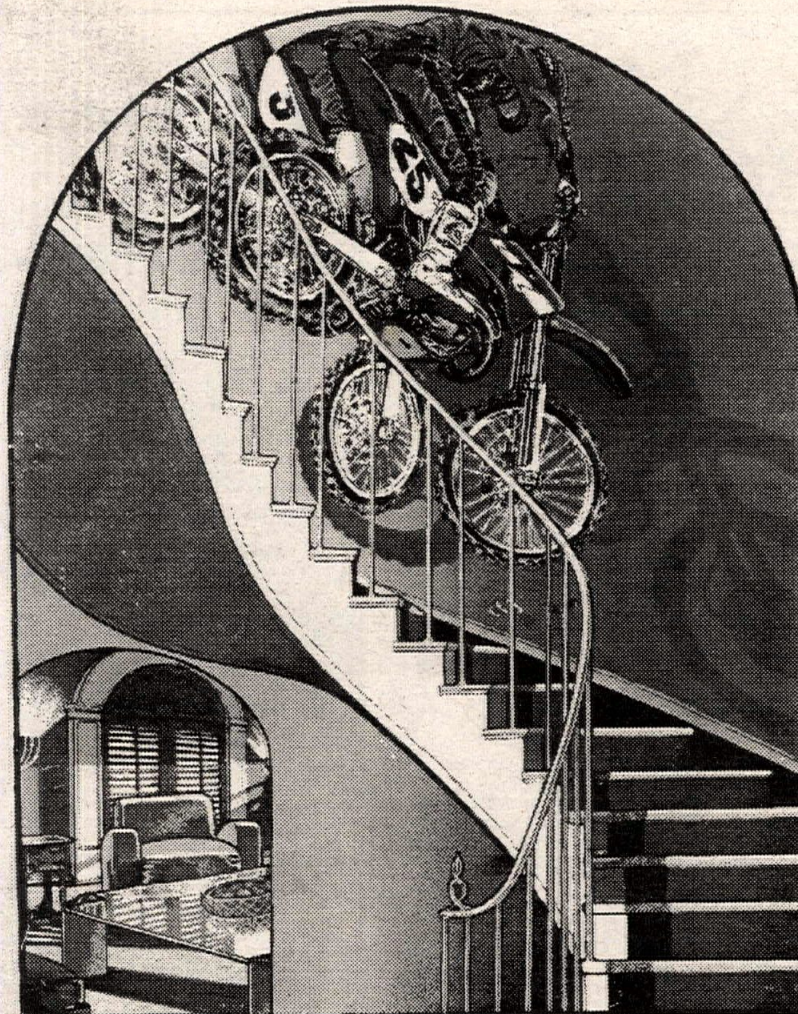
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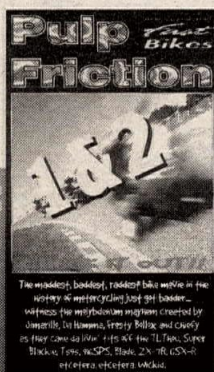
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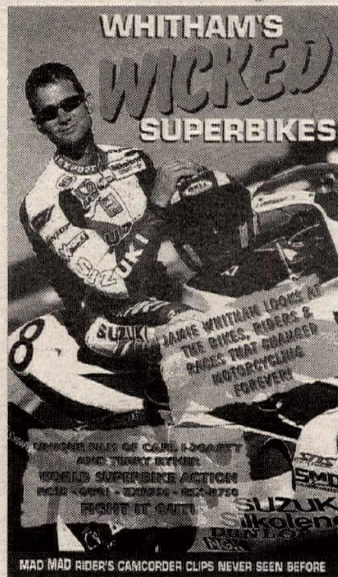
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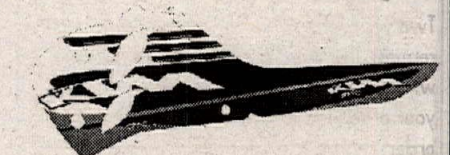
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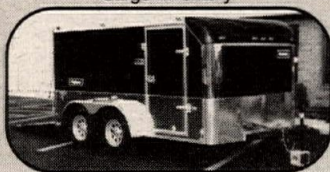
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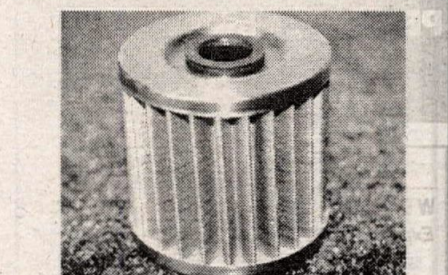


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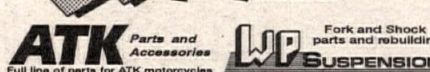
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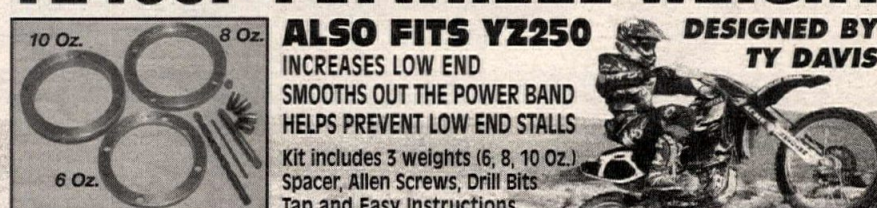
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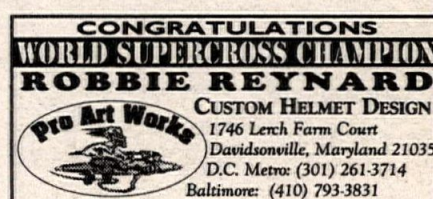
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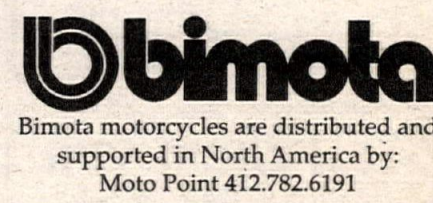
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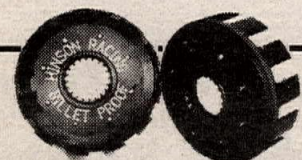
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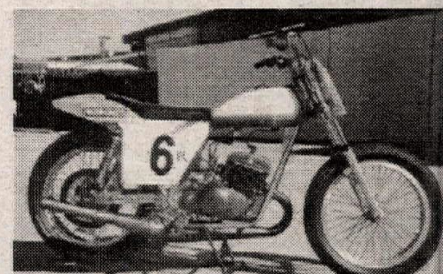
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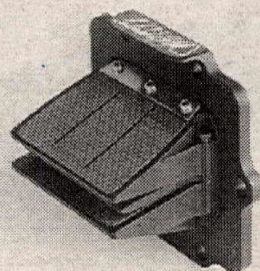
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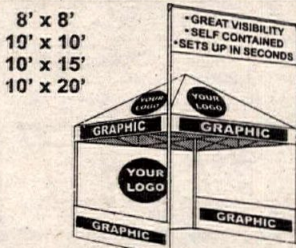
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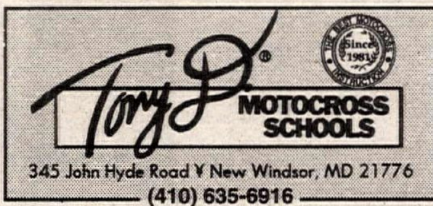
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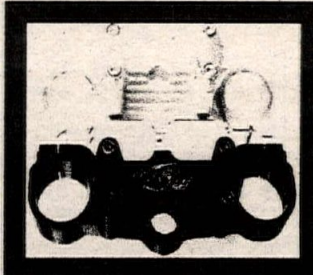
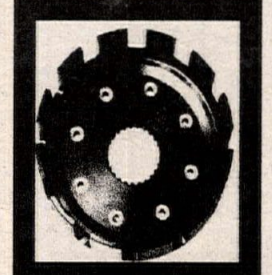
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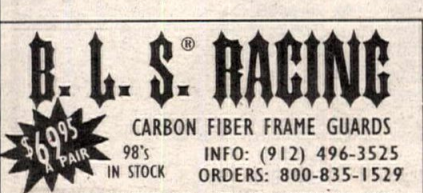
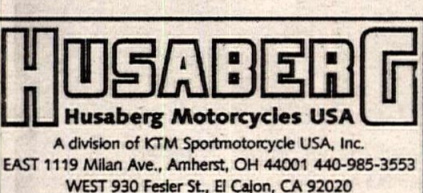
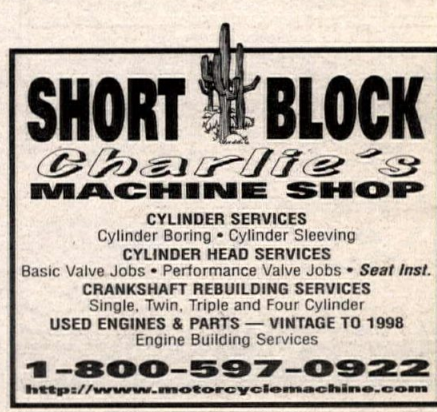
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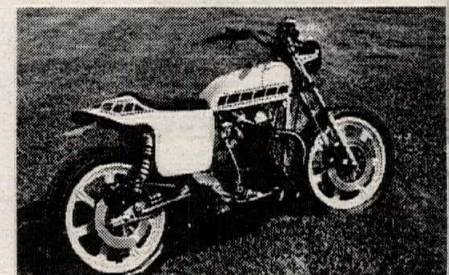
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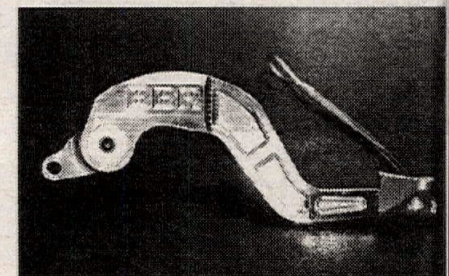
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Other than the fact that I was slower, I was no different than Kenny Roberts, Eddie Lawson, Wayne Gardner, Randy Mamola or anyone else on the long list of followers. I was behind Freddie Spencer and he was getting away from me at a high rate of speed. And he was pulling away while looking a lot slower than I did. He was doing it with barely any body movement, bike wobble, or harsh transitions. I, on the other hand, probably looked like an accident looking for a place to happen as I tried to keep pace with the former three-time World Champion around Las Vegas Motor Speedway.

His advantage probably didn't come from the motorcycle. After all, I was on the latest hardware available - a brand-spanking-new Honda CBR600; he was on a trusty VFR800. I'd have to say that his edge came mainly from the fact that he was on his "home" track and I was just a visitor. Yeah, right.

I was getting a private lesson from Freddie Spencer. But it wasn't the same Freddie Spencer who won 15 AMA Superbike Nationals, not to mention more than a few AMA Formula One and 250cc races, before heading to Europe, where he captured three World Championships (two in the 500cc class, one in the 250cc class). In doing so, Spencer also became the first rider to win the 500 and 250cc titles in the same year when he pulled off the feat in 1985. When all was said and done, Spencer won 20 500cc GPs and seven 250cc GPs.

That was a different Freddie Spencer. And to be honest, I didn't care much for the early model. First of all, it killed me that he beat Kenny Roberts to win the 500cc World Championship in 1983. I'd known Roberts since he was a 16-year-old teenager and I was just a kid. Although I'd never tell him, Roberts was a hero to me (oops, I guess he'll know now) and I thought he was the greatest rider to ever throw a leg over any kind of motorcycle. He could be a pain in the ass, but he had a certain flair - a way of making people really like him. He also rode my dad's bikes and, with blood being a whole lot thicker than water, I wanted anyone on dad's bikes to win. Kenny won, and he won a lot. Spencer finally stopped him from winning, and I couldn't forgive him for it.

I never knew Spencer the way I knew Kenny Roberts. Getting to know him wasn't easy and, in Spencer's defense, I was Kel's kid and was probably viewed as

coming from within the enemy camp. When I first started covering races for *Cycle News* in 1985, Spencer was in Europe, doing battle with Eddie Lawson and Co. Since I was an honest-to-goodness journalist trying to groom a high standard of ethics, I didn't outright root against Spencer as he battled Lawson, who happened to be on my dad's bikes. I still believed any story I wrote at the time was fair and honest, though I'd be lying if I'd said I didn't want Eddie to beat Freddie. You know, with blood being thicker than water and all. I was also pretty good friends with Lawson, another pain in the ass who had a knack for making you like him.

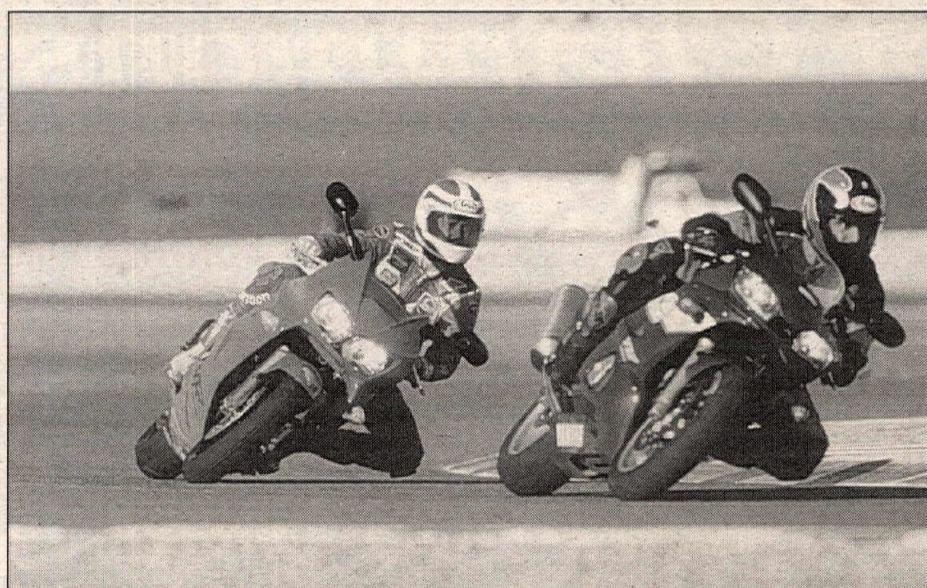
Spencer, however, always seemed a bit difficult for me to work with. His way of coping with the extremely high pressure of Grand Prix racing was to be a bit on the reclusive side. He kept to himself, and when you had to go through the somewhat embarrassing ordeal of knocking on his motorhome door, it was usually someone else who answered. One year he even had a camera that pointed at his wanna-be visitors as they knocked on the door, and you always got the sense that he was there and just not answering. Although he was always polite if you did get an audience with him, getting a chance to chat wasn't always easy. Although I still had a father named Kel, who was still across enemy lines at Yamaha with Lawson, I was trying to do a job, and sometimes I simply failed - like numerous other journalists - at getting what I needed from young Mr. Spencer.

Yes, this Freddie Spencer is different. Now you get the feeling that a knock on Freddie's door would bring the smiling 37-year-old running. You'd not only get Freddie, you'd get hospitality, friendly conversation and anything else he could possibly give you.

I like this Freddie Spencer - and I especially like the Freddie you find when you show up at Las Vegas Motor Speedway.

We all mature and grow old. A lot of us get married, have children and watch our hairlines steadily creep further away from our eyebrows. And Freddie Spencer is no different. He is no longer a three-time World Champion hiding out in a motorhome at Spa-Francorchamps. He's one of us. He just brings a few more racing credentials to the table.

Freddie and I now have jobs that sort of parallel each other's. He works at the AMA Superbike races as a commentator



Three-time World Champion Freddie Spencer chases down his old teammate Jeff Haney during a day of riding and teaching at Las Vegas Motor Speedway.

for Speedvision, and I'm still there covering races for this newspaper. He's busy and I'm busy, but we always speak when we get the chance.

I've also had the opportunity to visit him at his riding school in Las Vegas for the past two years as he's played host to our annual 600cc Sportbike Shootout. And he's been a gracious host when he really doesn't have to be.

This year, Freddie showed up with the latest addition to the Spencer family - 10-week-old Jordyn Ashlee. You likely won't find a more proud father. Spencer is extremely content and happy with life after racing, and he's got the perfect job that allows him to get a fix when he feels the need for speed.

And the man can teach.

All I did was suggest to Freddie that I was having a bit of trouble finding my way through one particular section of Las Vegas Motor Speedway.

"Let me get my leathers on and I'll be right back," he said.

The next thing I knew, I was following Spencer around the race track, his line never varying more than an inch or two, regardless of whether we were warming the tires or approaching my top speed.

I, on the other hand, seemed to struggle when it came to going really slow, my line never varying more than a yard or three. I tucked in behind and we gradually picked up speed. He knew where he was going and he was amaz-

ingly adept at having a feel for how fast I wanted to go on each and every lap. We finally got to the point where I was a bit on the edge, so he backed it off and let me lead for a while. Then he pulled off, content that I'd either gotten the hang of it or had little or no hope of ever getting the hang of it.

The rest of my day at the race track was a lot more rewarding thanks to my laps with Spencer. I was suddenly able to go faster while also feeling smoother - and much safer. If you get the chance to go to a Spencer-taught school, do it.

Riding behind Spencer also gave me the chance to study a side of him I'd only seen from the other side of the wall. On a motorcycle, he is amazing. Lap upon lap around Las Vegas only seems to have further honed his already flawless technique. Following him around the race track got me thinking...

What if I went to the bank, took out a loan and bought my very own Honda CBR600? I could get someone like Kevin Erion to build me a nice little Supersport bike. It'd be real fast; it'd handle really good. I'd get it all fixed up real nice and I'd take it down to Daytona. Heck, I'd bring the family.

And I'd let Freddie race it in the 600cc Supersport race.

I can see it now, me and Freddie in Victory Lane. Kel's kid and Kel's grandkids, and Freddie Spencer and his kid - together, on top of the world.

Man, how things change.

CN

Looking Back

30 YEARS AGO... JANUARY 28, 1969

Our cartoon cover poked a little fun at the AMA's policy of suspending its professional riders for competing in non-AMA-sanctioned events. That edict has long since been abolished... Suzuki's 1969 model lineup was presented on page 3. The Japanese manufacturer presented several all-new models bearing names such as Rebel, Savage, Stinger and Cat... **Dick Mann** (Oss) won the 250cc Senior class, and Gary Bailey (Gre) piloted a 250 to the win in the Open Senior class at a very muddy Hangtown MX in Northern California... We profiled teenage road race sensations **Kelly and Pat Evans**... A photo and press release told of how **Dick Smothers**, half of the famous Smothers Brothers comedy team, became the first man in the United States to take delivery of a new BSA Rocket III triple... **Triumph** had plenty to brag about when advertising its Tiger Cub on the back page. Incarnations of the machine had been used by AMA Grand National Champion Gary Nixon and AMA National Enduro Champion Bill Baird in their title quests.

20 YEARS AGO... JANUARY 29, 1979

Danny "Magoo" Chandler (Mai), **Donnie Cantaloupi** (Yam) and **"Rocket" Rex Staten** (Yam) won the 250cc, 125cc and Open classes, respectively, at the soggy second round of the CMC Trans-Cal MX Series, in Fresno, California... **Kawasaki** had released a Z-based 500cc four in Europe. The bike was known as the Z500... In our interview with AMA executive director **Lin Kuchler**, who was returning to the AMA after a 12-year stint with NASCAR, we learned that Kuchler was targeting membership expansion and racing sponsorship as two of his biggest priorities... We ran a feature on how to set up your **Yamaha XS750** for production-class road racing, and we offered a riding impression of the **Moto Guzzi V-50**... Our feature on **championship enduro riding techniques** offered hints on how best to negotiate sand, mud and snow, river crossings, swamps and most of the other obstacles that present themselves at the National enduro level.

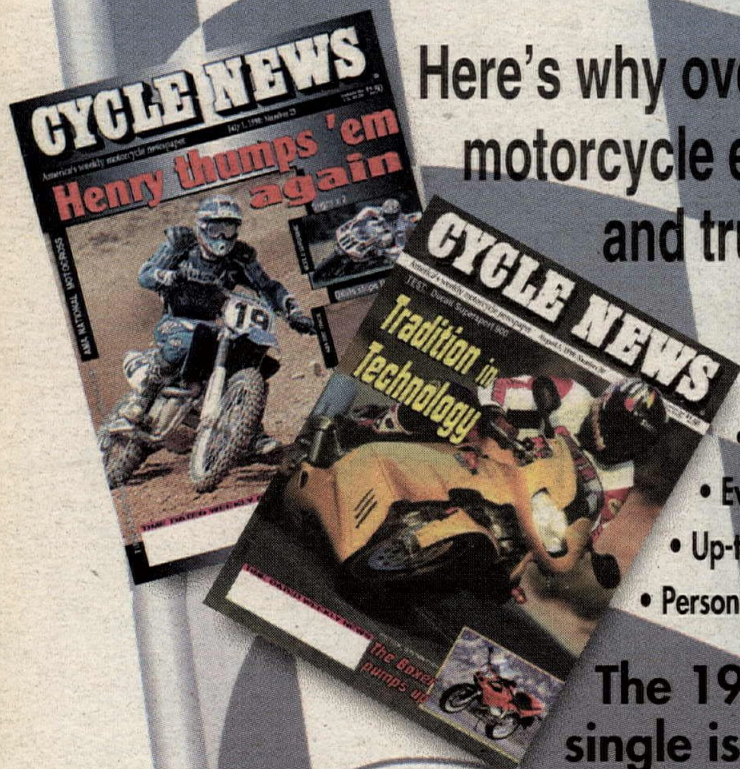
10 YEARS AGO... JANUARY 18, 1989

Damon Bradshaw (Yam) won the 250cc Pro class at the Florida Winter Am MX at Gainesville Raceway but finished second to **Jeff Ward** (Kaw) in the 250cc Pro class at the opening round of the CMC Golden State National MX opener at Glen Helen Raceway in California one week later... A **John Kocinski interview** could be found on page 8. According to the interview, the reigning AMA 250cc GP Champion and Kenny Roberts protégé would have a busy schedule, as he contested rounds of the AMA 250cc series as well as riding in the Japanese and American rounds of the World 250cc Grand Prix series and logging time on 500cc GP racers in anticipation of his joining Roberts' Lucky Strike Yamaha team in 1990... We took a "First Look" at the 1989 **Kawasaki Ninja ZX-10**, calling it a "modern science-fiction classic"... We also showed you some **low-cost improvements** that could be made to the 1989 Honda CR250.

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